

DE BOW'S
SOUTHERN AND WESTERN
REVIEW.

ESTABLISHED JANUARY 1, 1846.

APRIL, 1851.

VOL. X., O. S.....2d SERIES, VOL. IV., No. 4.—3d SERIES, VOL. II., No. 4.

ART. I.—THE STATE OF GEORGIA.*

SCHOOLS, COLLEGES, INTERNAL IMPROVEMENTS, FINANCES, RELIGION, ETC.

(Concluded.)

THE Georgia Female College is another sectarian institution, under the charge of the Georgia Methodist Conference. Degrees are conferred upon the graduates of this college, just as they are upon the graduates in the male colleges. The exercises were commenced on the 7th January, 1839. There are a president, and three professors, and a proper number of assistants. There are also a matron, and a superintendent of the department of domestic economy. There are generally 140 students in attendance. We do not believe in female colleges under any circumstances. We believe the fireside to be the best college for young ladies, their father the best president, and their mother the best matron and teacher of domestic economy. It is all nonsense in the extreme to talk of "departments of domestic economy" in the Georgia Female College, or in any female or male college whatever. It is like the absurdity of the "Manual Labor Department," once attached to Emory College and the Mercer University. But we have no time to launch out here in a tirade against such follies and foibles; so we will pass on.

Mr. White says, that of the Georgia Episcopal Institute, "the Episcopal Church is chiefly indebted to the liberality of G. B. Lamar, Esq., formerly of the city of Savannah, for this invaluable seminary. It is situated near the Montpelier Springs, in Monroe County. Before the place was purchased for the institute, it was a favorite place of resort for invalids, on account of the valuable medicinal qual-

* White's Statistics of Georgia.

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ities of its mineral waters. The Rev. Richard Johnson prepared a notice of this institution for our author, in which he says :

"The visitor needs only to see its extensive lawn, majestic groves, shady walks, beautiful gardens, and spacious buildings, to be in love with the spot. In addition to this, it is the permanent residence of the bishop of the diocese, a gentleman long distinguished for devoted piety and extensive literary attainments. His large and well selected library affords an inexhaustible source of entertainment and knowledge to the pupils. The course of instruction is thorough and complete ; embracing every item that can contribute to fit a lady for the first stations in society. Its teachers are persons of high character and first-rate abilities. They have been procured at great expense in Europe and America. It may be truly said, that in this school, true religion, useful learning, and polished refinement, are inseparably united. The number of pupils varies from sixty to ninety. The applicants have generally been more than could be accommodated."—*P.* 81.

Georgia has also her Medical College, situated in Augusta. It was incorporated in 1830. The annual course of lectures in this institution commences on the second Monday in November, and continues four months. There are usually in attendance upon this course 200 or 250 students. The Legislature of the state has given this college good pecuniary aid, amounting probably to \$35,000. The city council of Augusta did a noble deed in giving the college \$5,000. In addition to these sums, more than \$10,000 have been raised by other means, and the institution is furnished with a splendid Doric building, in a beautiful situation, and provided with an anatomical museum, chemical apparatus, surgical cabinet, &c.

In addition to the institutions already mentioned, there have recently sprung up in Madison, Morgan County, two female colleges—a Methodist and a Baptist. If we mistake not, the latter has assumed to itself the name of the female college in Macon, to wit: the Georgia Female College. It should certainly never have done this, and the sooner it doffs the appropriated name, and gets one of its own—making the *amende honorable*—the better. *Mem.*—We do not see why every little school that springs up in the land should be assuming to itself the name of "college," "seminary," "institute," "university," &c. Better call things by their proper names—even if you have to call a *rake* a *rake*, as John of Roanoke said.

There are many other institutions of learning in the state, many of them as important as some we have noticed. Circumstances suggested some of those we have mentioned in preference to others. Our limits do not allow us to notice all. Common schools abound throughout the state. We should have a system of common schools under the patronage and control of the state. Then, not a Yankee teacher nor a Yankee book ought to be allowed to cross the threshold of a school-room. When we say "Yankee," we mean to express by it the class of pert and upstart Northern books and pedagogues who flood the land, filled with abolitionism. Let it be understood, we do not mean to include all Northern men.* There are among us num-

* The liberal review the author took of Bryant's Poems excludes the idea.—[Ed.]

bers of citizens who came originally from the North, and who are, to all intents and purposes, of us and among us. Against these we have nothing to say. But the flood-gates should now be let down, and the stream of immigration from Free Soil be turned in another direction. We should shut out the tide that brings upon its surface the advocates of "higher law," and those striplings in letters but giants in political corruption and putrefaction, who come among us as teachers, merchants, and mechanics, deeply imbued in the spirit of fanaticism and abolitionism.

Georgia has a State Lunatic Asylum. The act establishing this institution was passed in December, 1837. For ten years it labored under many disadvantages, and the hopes of those who were its founders seemed in a fair way to be blighted. But there has been a change, and our author says:

"Since November, 1847, the whole aspect of things has been materially changed for the better. An entirely separate department has been provided for the females, more extensive means of classification secured, more liberal provision made for the support of the institution, while attendants have been employed in every department, and many very valuable improvements effected. And notwithstanding there still exists great necessity for additional means, and facilities for promoting the care, comfort, and cure of the inmates, (all which, it is hoped, will be provided for by the next legislature,) yet the present condition of the institution is such as to reflect much credit upon the humane efforts of the state in behalf of that, of all others, most helpless class of human sufferers, and to afford the means of providing for their safety, comfort, and cure, in a much higher degree, and more satisfactory manner, than can possibly exist under the most favorable circumstances at their homes. The proportion of cures effected has been, under all the difficulties, fully equal to any just expectations; indeed, the proportion of cures, in *recent cases of insanity*, have equaled such results any where. The whole amount expended by the state upon this object, for all purposes, (including cost of land and buildings,) has been, or will have been, at the end of the present year, 1849, \$94,201.

| | |
|--|-----|
| Whole number of patients received since 15th December, 1842, to January, 1849..... | 204 |
| Number who have been discharged..... | 56 |
| " " " " died..... | 53 |
| Number remaining, January, 1849..... | 95 |

Number of buildings for patients, 2; size of buildings—height, 4 stories; length, 129 feet; width, 39 feet; number of rooms for patients in each of the two buildings, exclusive of those used for bathing purposes, &c., 63; size of those rooms, 10 feet by 9; height of ceiling, 10 feet; extent of ground at present belonging to the Asylum, 40 acres."—P. 84.

The state has never been negligent of the interests of her deaf and dumb. Previous to the year 1847, there was a commissioner appointed to receive applications in favor of indigent deaf and dumb, and to make arrangements for carrying them to the American Asylum at Hartford. In that year, (1847,) however, this office was abolished, and an act passed authorizing the governor to appoint five commissioners, whose business it would be to make arrangements for the

erection of an Asylum for the deaf and dumb of the state. An institution of this kind has been provided, and is now in successful operation at Cave Springs, in Floyd County. Being still in its infancy, of course there is much room for improvement in this Infirmary. Still much may be hoped from the continued prosperity and future improvement of this Asylum for the deaf and dumb.

Milledgeville is the capital of the state, and is a tolerably prosperous town, containing some two or three thousand inhabitants. The subject of removing the public buildings from this city has been much agitated for the last several years. This question, we suppose, has been put at rest by the building of the Gordon and Milledgeville Rail-road, which connects the capital with the great central road terminating in Savannah. Milledgeville, whose drooping head has, for years past, been bowed down by the weight of dilapidation, is now looking up, and, for the future, may be noted for other things than being the capital of the state.

We may venture to suggest, that if ever the State House is removed—and we think there is now no probability of it—it should be to Savannah. The fact that this city is not near the centre of the state, argues nothing against its being the seat of government. The country is now so intersected with rail-roads as to render access to our largest seaport very easy and convenient. Savannah has never been spoken of as the place to which the seat of government would be removed, if removed at all. On the contrary, it is pretty generally conceded that, in the event of removal, it would go to Atlanta, or Macon. But we think a greater number of good reasons could be given why Savannah should be the capital than could be given in favor of any other town. We believe that every state should have a metropolis—using the word to mean the town containing the greatest number of inhabitants, the most wealth, the most commerce, the most intelligence and refinement. We think that it is incumbent upon every Southern State to act in such a way as to provide for the emergency of becoming a separate and distinct government, independent of, and disconnected from, every other government. There is no knowing how soon Georgia, for instance, in this day of the reign of “higher law,” may be called upon to set up for herself. To this end, she should have concentrated in her largest town and best seaport, all the elements required to be concentrated in a city which go to make up a powerful state, providing for defence in case of invasion, or for efficient sallies and naval expeditions, in case it should ever be necessary to “push the war into Africa.” To this end there should be concentrated in Savannah the public buildings, and here should live the Governor, and here the Legislature should hold its sessions. Here should be the State College, and here the State of Georgia should have her military school, her magazine, her arsenal, her cannon foundry, and her musket manufactory. Here should be her dock and navy yard, and here her canvass should flutter to the breeze, kissing the mast which would stand ready to salute her flag as soon as it became necessary to run up the banner of resumed sovereignty. Here her Supreme Court should hold its sessions, and

here should be collected the legal lore of the reported cases for the benefit of those clad in the supreme ermine. Georgia needs a metropolis, and Savannah must, and will be, that metropolis. Here, too, such encouragement should be given to men of letters as would induce them to write, print and publish books, papers and journals, free from the moral taint of Abolitionism, Fourierism, etc.—such books and papers as could be placed in the hands of our youth, without endangering their mental and moral health and happiness.

But we have digressed. We return to Milledgeville. In this town are situated the most of the public buildings of the state, consisting of the Governor's House, State House, Arsenal and Penitentiary.

"The State House stands upon an eminence about three-fourths of a mile from the river. In it are rooms for the Legislature, offices for the Governor, Secretary of State, Treasurer, Comptroller, and Surveyor-General; and rooms for clerks, committees, &c. This building cost \$115,000, and was erected under the direction of General Thomas.

PENITENTIARY.

"The outer walls are made of brick, averaging twenty feet in height, by two and a half feet thick, containing within the walls two and a half acres. The cells, or prison proper, are contained in a three story granite building, two hundred feet long by thirty feet broad, each story constructed with a passage eight feet wide, running the whole length. On each side are the cells facing each other, and doors opening into these passages, with one grated window. The rooms are eight feet high, eight feet long, and six and a half feet wide, intended for one inmate only, the whole building containing 150 cells. These are divided into four wards, designated by the letters A., B., C. and D. These cells are numbered on the doors, beginning in each ward at No. 1, and rising until all are numbered in each respective ward. The occupants are also numbered, corresponding with the letter of the ward to which they belong. The present work-shops were constructed in 1844. They are built of brick, one story high, of nine feet pitch, with jointed sheathing, and covered with shingles. The form, at its common centre, is that of an octagon, with three of its angles cut to a straight line, leaving five angles of thirty feet each, which angles being all open, they present so many openings into as many shops, one hundred and fifty feet long by thirty feet broad, each. These are lighted by windows, every seven feet. There is also in the enclosure a two story building, of brick, forty feet square, in which are apartments for the sick, female convicts, &c. Leather, wagons, shoes, pails, and indeed almost every thing is made in the establishment; and we understand that at this time it brings a small income to the state."—*P.* 85, 86.

Our author next simply gives a list of the banks, without giving the capital invested, or saying anything about whether their notes are at par or not. From the Carolina and Georgia Almanac for 1851, we get a list of the banks in Georgia, with the amount of capital of most of them; and from a late number of the Constitutionalist, recognized as the best commercial paper in the state, we learn the financial standing of each of these institutions:

THE STATE OF GEORGIA.

| | Capital. | Presidents. | Cashiers. | Par. |
|------------------------------------|-----------|--------------------|------------------|------|
| Bank of Augusta..... | \$600,000 | R. F. Poe. | J. W. Davies. | Par. |
| Mechanics' Bank..... | 500,000 | A. Sibley. | Milo Hatch. | " |
| Augusta Ins. & Banking Co..... | 500,000 | Wm. M. D'Antignan. | H. Walton. | " |
| Georgia R. R. & Bank'g Co*..... | 375,000 | J. P. King. | J. W. Wilde. | " |
| Bank of Brunswick..... | 200,000 | Edward Thomas. | John Craig. | " |
| Georgia Insurance & Trust Co..... | | Edward Thomas. | Joseph Milligan. | " |
| Bank of the State of Georgia..... | 1,500,000 | G. B. Cumming. | A. Porter. | " |
| Branches, do. | | | | " |
| Marine & Fire Insurance Bank..... | 400,000 | E. Padelford. | J. Olmstead. | " |
| Planters' Bank..... (paid in)..... | 535,400 | G. W. Anderson. | H. W. Mercer. | " |
| Central R. R. & Banking Co*..... | 305,000 | R. R. Cuyler. | G. J. Bullock. | " |
| Bank of Milledgeville..... | 500,000 | S. Grantland. | J. H. Hall. | " |
| Bank of St. Mary's..... | 250,000 | J. G. Winter. | G. W. Winter. | " |
| Central Bank of Georgia..... | | | | " |

We will here extract from the *Constitutionalist* one or two other items of commercial importance:

| | |
|------------------------------|------------|
| Banks of South Carolina..... | Par. |
| Alabama Notes..... | 2 a 3 dis. |
| Tennessee Notes..... | 2 a 5 " |

NOT BANKABLE.

Merchants' Bank of Macon.

"Not taken by our (Augusta) Banks, but redeemable at the Planters' Bank, Savannah, at par."—*Note in the Constitutionalist.*

EXCHANGE.

| | |
|------------------------------|------|
| On New-York..... | Par. |
| Philadelphia..... | " |
| Boston..... | " |
| Charleston and Savannah..... | " |
| Lexington, Kentucky..... | " |
| Nashville, Tennessee..... | " |

STOCKS.

| | |
|--------------------------|------|
| Georgia 6 per cents..... | Par. |
|--------------------------|------|

SAVANNAH CHAMBER OF COMMERCE.

Robert Habersham, *President.*

C. Green, *1st Vice-President.*

Edward Padelford, *2d Vice-President.*

Octavius Cohen, *Secretary and Treasurer.*

[*Weekly Constitutionalist*, Jan. 29th, 1851.

Our author next takes up the subject of rail-roads. The Central Rail-road is the longest in Georgia. It connects Savannah with Macon, being 190 miles and 3,900 feet in length. The experimental survey of this route was first made in 1834, under the direction of Col. Cruger, at the cost of the city of Savannah. In 1836, the company was formed, and preparations made for commencing the work without delay. The road was completed to Macon on the 15th of October, 1843.

"The work on this road is done in a superior manner. The arrangements for the comfort of passengers are surpassed by few roads in the United States.

* These sums refer only to the capital set apart for banking purposes. The Central R. R. & Banking Company have in all about two-and-a-half millions of capital. The Geo. R. R. & Banking Co. probably about the same amount.

"The conductors, some of whom have been in the service of the company from its commencement, have acquired an enviable reputation for their courtesy and attention to passengers. R. R. Cuyler is President of the road, and L. O. Reynolds, Chief Engineer."

The Milledgeville and Gordon Rail-road was chartered in 1847, and organized the same year. It is now in progress of completion, and will probably be finished during the present year. The work has not progressed with that rapidity which has characterized similar works in other parts of the state. The road is only 17½ miles long, and should have been finished long ago. To the discredit, however, of some of the wealthy capitalists of Baldwin County, who could have sped the work on with the assistance of a little finger only, it has been suffered to labor on under great disadvantages and many doubts as to its final completion. No doubt now remains that it will be finished this year, however.

The Georgia Rail-road is 171 miles long, connecting Augusta with Atlanta. The charter was granted in 1833, and amended in 1835. A portion of the road was put in operation on the 1st of November, 1837, and was finished to Atlanta on the 15th of September, 1845. The whole cost of the road, and its equipments up to April 1st, 1849, has been \$3,551,975. John P. King, Esq., is the President.

The Macon and Western Rail-road was chartered in 1833, under the name of the Monroe Rail-road and Banking Company. In 1835 the company was organized, and the work commenced. The road was first chartered from Macon to Forsyth, in Monroe County. In 1836, by an amendment of the charter, the company was authorized to extend the road in a westerly direction, to some point on the Chattahoochee river, between Alabama and Georgia. The company went forward with the work and with banking, too fast for their means, so that by the time the road reached Griffin, in Pike County, there was a grand blow up, and the road was finally sold, in 1845, under a decree of court, for \$155,000. At the session of the Legislature for this year, the purchase was confirmed, and a change to its present name granted to the road. The work was pressed forward with vigor and energy, and the total cost of the road to its present owners has been about \$628,091. Daniel Tyler, Esq., is the President. In 1847 the Legislature conferred upon the present company all the privileges of the old one, except banking privileges. The right to construct a road from Griffin to West Point, a village built on both sides of the Chattahoochee river, was also given.

"The public are aware that the trains of this road have been run with a regularity unsurpassed by any rail-road in the United States; and the President of the Company in his report for the last year, says: 'The entire credit of which is due to the superior skill and management of Mr. Emerson Foote, the general superintendent.'"

The South-Western Rail-road is to connect the city of Macon with some point on the Chattahoochee, to the south-west. It is also to connect with a contemplated rail-road from Pensacola,—meeting the South-Western at its terminus on the above river. The charter was

granted in 1845, and the company organized in 1847. The road has been nearly completed to Oglethorpe,—a new town which has sprung up at the present terminus of the road, so far as constructed; distant fifty-one miles from Macon. It is to be hoped that the work will be speedily prosecuted to its termination on the banks of the Chattahoochee.

The Western and Atlantic Rail-road, otherwise called the State Road, from its belonging to the state, commences in Atlanta, at the terminus of the Georgia Rail-road, before mentioned, and terminates in Chattanooga, in Tennessee. The most remarkable feature of this road is its tunnel through an arm of the Blue Ridge Mountains, running through the upper part of Georgia. This tunnel is 1,477 feet long, 18 feet in height, and 12 feet in width. It is one of the grandest achievements that grace the annals of the human family. "It is cut in a great measure through solid rock. The lateral walls are of rock, six feet thick at the base, and five feet at the top. The approaches to the tunnel are protected on both sides by massive masonry." This road passes through a portion of the most interesting country in the world. The chief engineer, in his report of 1848, says:

"The watering-places along our line of road, and convenient to the same, are becoming very popular, and they may be expected to attract large crowds every summer, and thus contribute to swell the income of the road. Indeed not only these mineral and medicinal waters, but also the Saltpetre Cave near Kingston, the Tunnel beyond Dalton, the rich and varied scenery along our whole line, the mountainous ridges, the long fertile valleys and beautiful streams, together with the bold features around Chattanooga, are all objects to interest and attract summer visitants."—*P.* 93.

Since the above was written, we find in the Macon Journal and Messenger, a table of the rail-roads in the state:

| | MILES. |
|--|--------|
| 1. Central Road, from Savannah to Macon, completed..... | 191 |
| 2. Georgia Road, from Augusta to Atlanta, completed..... | 171 |
| 3. Macon and Western Road, from Macon to Atlanta..... | 101 |
| 4. Western and Atlantic Road, from Atlanta to Chattanooga..... | 140 |
| 5. South-Western Road, from Macon to Oglethorpe, nearly completed.. | 51 |
| 6. Muscogee Road, from Columbus to Fort-Valley, on South-Western, in progress..... | 71 |
| 7. Atlanta and West Point Road, from Atlanta to West Point, in progress..... | 85 |
| 8. Milledgeville Road, from Gordon to Milledgeville, in progress..... | 18 |
| 9. Eatonton Road, from Milledgeville to Eatonton, in progress..... | 22 |
| 10. Wilkes Road, from Double Wells to Washington, in progress..... | 18 |
| 11. Athens Branch, from Union Point to Athens, completed..... | 39 |
| 12. Burke Road, from 80-mile Station on Central Road to Augusta, in progress..... | 56 |
| 13. Rome Branch Road, completed..... | 17 |
| Total completed and in progress..... | 980" |

The Journal has not taken into consideration the road in progress leading from Dalton to the Huvassee river, in East Tennessee, sometimes called the Hiwassee Branch Road, and sometimes the East Tennessee and Georgia Road. We do not know the exact length of

this road, but believe it is over twenty miles within the limits of this state. So that in Georgia there are now completed, and in progress together, one thousand miles of rail-road ! an amount of internal improvement of this kind unsurpassed, if we are correctly informed, by that of any other state in the Union, save New-York. An article devoted exclusively to internal improvements in Georgia, would be as interesting a chapter of exploits for the public good as could be anywhere found. Our citizens are making some experiments in plank roads ; and others are only waiting the result of these experiments, if favorable, to go ahead in this department of internal improvements.

Mr. White says, speaking of canals : "The only works of this description in Georgia, are the Savannah, Ogeechee, and Altamaha canals, and the Augusta Canal, an account of which is given in this work." Turning to pp. 503-5, an interesting description is found of this canal, whose object is commerce, the affording of water to turn factories, mills, &c., &c. We would like to give a farther account of this canal, but our limits forbid us.

The next subject to be taken up in the order in which our author proceeds, is that of religion. Mr. White gives a short history, in the first place, of the Episcopal Church in Georgia. It seems that the Church of England was established in the province, and it was divided off into parishes, commissioners appointed, &c., &c. But all this proved of no avail, however, and, in 1769, there were in Georgia only two Episcopal Churches, 150 miles apart. For many years there were not more than three clergymen in the state. Within a few years past, however, the denomination has greatly increased, and there are now connected with the Diocese of the state twenty-six clergymen, sixteen parishes, and over 800 communicants.

The Lutherans are increasing in Georgia. The nucleus of their Church was formed by the settlement of ninety-one laymen and two ministers of the Lutheran faith at Ebenezer, in 1773. There are now in the state nine Lutheran ministers, ten churches, and six hundred communicants, while the Lutheran population is set down at two thousand.

Our author says : "It is believed that the Baptists now embrace a greater number of members than any other Church" in Georgia. We give the following table, taken by our author from the minutes of the Baptist State Convention, held in 1849 :

| | |
|--|--------|
| " Associations..... | 56 |
| Churches..... | 1,105 |
| Church members..... | 67,068 |
| Baptized last year..... | 5,732 |
| Gain of Convention Associations..... | 3,187 |
| Gain to Convention..... | 5,239 |
| Loss of Anti-Mission Associations..... | 322 |
| Gain of Neutral Associations..... | 1,183 |
| Gain of United Baptist Associations..... | 111 |
| Total gain in the State..... | 4,159 |
| Number of Ordained Ministers..... | 583 |
| Number of Licentiates..... | 292" |

Next to the Baptists, the Methodists are the most numerous denomination in Georgia. According to the minutes of the last annual conference, there were in the state 43,736 white members, 16,635 colored, 139 traveling preachers, and fourteen superannuated, besides a large number of local preachers.

The ministers of the Presbyterian Church are highly educated men, and have done much to promote the interests of religion and learning in Georgia. According to the report of the General Assembly for 1849, there were in Georgia five Presbyteries—Hopewell, Georgia, Flint River, Cherokee and Florida; 68 ministers, 107 churches, and 5,059 communicants.

In 1733, a respectable number of persons of the Hebrew faith settled in Savannah. The descendants of some of them have taken leading and influential positions in public affairs in Georgia. We have had legislators, jurists, and judges of the Jewish persuasion from Savannah. The Israelites have a synagogue in that city, and though no service was performed there when our author wrote—it was expected that they would soon have a gentleman of ability to perform the duties of minister. The number of this sect is not given. In addition to the respectable Jews about Savannah, there are various sons of Israel scattered about throughout the state wherever a penny is to be made—lineal descendants of that branch of the Jewish family, whose paternal head was Ishmael, against whom was every man's hand, and whose hand was against every man.

There are scattered throughout the state a few "Disciples of Christ, or Christians"—we use the words in a denominational sense, but their numbers are not given.

During the year 1770, under the auspices of Geo. III., a colony of Irish emigrants embarked for America. They sustained a connection with the Associate Reformed Presbyterian Church. They have increased, to some extent, down to the present day. The Presbytery of Georgia embraces ten congregations, most of them small, and a majority without settled pastors.

The number of Roman Catholics is not given. There are churches in Savannah, Augusta, Macon, Columbus, Locust Grove in Taliaferro County, Atlanta and Washington. There are Catholics scattered throughout the state.

The Protestant Methodists have probably about 25 ministers and 30 congregations.

Mr. White says, a church of Mormons has recently been organized in Fayette County. Whether some one has imposed on his credulity, or not, we cannot say. Certain we are, his credulity is very large, and certain we are we never heard of these Joe Smithites save through his book.

Our author winds up what he has to say under the head of religion, with the following paragraph:

"In addition to the above, there are, in different sections of the state, Universalists, Cumberland Presbyterians, Unitarians, &c., &c. The people of Georgia generally are a church-going people. Numerous camp-meetings are held in the middle and upper part of the state. The owners

of slaves in many parts are taking active measures to have them instructed in the principles of Christianity."—P. 104.

And so ends the general summary at the beginning of Mr. White's book. He then goes on, takes up each county in its alphabetical order, and, under the heads of *Boundaries, Rivers and Creeks, Population, Taxes, Representation, Post-offices, Towns, Face of the Country, Soil, Productions, Climate, Diseases, Religious Sects, Education, Roads, Early Settlers, Character, Amusements, and various other heads*, gives minute and varied, (we wish we could add also accurate,) details and statistics in reference to the several counties. Candor compels us to say, however, our author is not as accurate as we expect him to be in his next edition. After giving the statistics of each county, under the above heads, he gives a short history of the person after whom the county was called; in which he is a mere copyist of Sherwood in his *Gazetteer of Georgia*.

At the close of the book our author gives tables showing the names of the gentlemen from Georgia who signed the Declaration of Independence, the names of those who signed the Articles of Confederation, names of the Delegates to the Convention which framed the Constitution, members of the Continental Congress, and Senators and Representatives to Congress from the commencement of the government under the Constitution up to 1847. Then there is a general summary or chronology of the civil and military history of the state down to 1849. Next follows, which closes the book, catalogues of the Fauna and Flora of the State of Georgia, prepared for the work by eminent naturalists—comprising mammals, birds, reptiles, fishes, insects, crustacea, shells and plants.

We would like to be able to give an account here of the two millions of capital in this state invested in manufactures. We would like to be able to give accurate information in reference to the mining operations of Georgia—her lime-kilns, her iron-foundries, her commerce and shipping, her flour mills, her operations in lumber, her medicinal waters and fashionable summer resorts, her romantic scenery, caves, mountains, &c. But our author gives us no general summary of these things, and whatever meagre information we can get upon these several subjects, is scattered throughout the book. The want of a general summing up in these matters is one of the faults of the book. Another is, that our author is too easily imposed upon by his credulity. We almost fancy Herodotus himself giving an account of what he has seen and heard in Georgia. Mr. White can appropriate the compliment, if it is one. A third fault is, that he does not go as far from a parallel with Sherwood's *Gazetteer of Georgia* as originality would seem to require.

We had intended to go more minutely into an examination of the faults of our author's book, and we had intended to fill up some of the departments which he has left blank, and which we mentioned above. Our article has been extended to such length, however, that we dismiss White's statistics for the present, intimating that we may take up the subject again at some future day, and expressing the

hope that the author will, by due improvement in his next edition, save us the trouble of compiling information from other sources, upon the subjects which he has touched too lightly in his present edition, and from the unpleasant task of pointing out, in detail, a host of errors.

ART. II.—MANUFACTURE OF SUGAR.*

THE OPERATION OF REFINING—DEFECTS OF PRESENT SYSTEM—GENERAL SUMMARY, &c.

THE term, sugar refining, is applied, as is well known, to the operation, or series of operations, by means of which the dark impurities are extracted or separated from white sugar, and the latter is isolated.

Hence the terms, white sugar and refined sugar, have grown to be synonymous; and the idea has been created that white sugar must necessarily be the product of a second operation. This notion is most fallacious; and not more fallacious than injurious: by causing the impression, that no such body as white sugar could be primarily extracted from the cane-juice, or other sugar-containing juices.

Very frequently do we hear the colonial sugar-growers subjected to many, and adverse remarks, because they have not, as it has been asserted, developed their art, with the rapidity that modern scientific aids would have enabled them to do.

Much of this animadversion is unjust; for, not only until the passing of Sir Robert Peel's Sugar Bill, in 1843, was the colonial sugar producer not encouraged to make a product beyond a certain limit of goodness, but he was not permitted to do so; every step he took in this direction being checked by a high protective duty, with the object of favoring the home refineries.

Immediately the sugar duties were re-adjusted, the intelligent colonial sugar-growers availed themselves of the opportunity to improve their staple; but, unfortunately, they began with machinery instead of chemistry. They relied on improved means of boiling; not having yet procured the proper liquid to be boiled. Whilst their new experiments were being prosecuted,—whilst they were bearing most stoically their present losses, and looking forward to a brighter future, England became deluged with finer sugars of Cuba and Brazil, made by the claying operation. The West India sugar-grower was undersold, and, too frequently, ruined. Often do we hear the question put—wherefore the West India sugar-grower does not practice the claying process? The question manifests little acquaintance with the subject at issue. The process of claying, be it remembered, is not indicative of an improved sugar manufacture, as is commonly supposed; but merely indicative of the fact that, at

* Concluded from Jan. No., 1851.

the expense of time, of labor, and a third of the material operated on, it has been deemed expedient to accomplish the washing out a certain amount of impurities from Muscovado sugar. These facts being well considered as premises, the conclusion may very safely be arrived at—that the claying operation can only be remuneratively practiced under one of the following conditions:—Either in communities where slavery prevails, or where the price of labor (as in India) falls below the usual average.*

But to return to the subject of sugar refining.

In commencing the study of this manufacturing operation, it will be useful to consider the theoretical indications to be followed out.

The substance to be operated upon is raw sugar; and the object to be kept in view is—to extract the maximum of impurities, with the minimum of expense, and of loss.

It has been already remarked, that if muscovado, or yellow sugar, were contaminated by chemical or soluble impurities only, the processes of claying and liquoring would effectually remove them. This, however, is far from being the case. If a portion of the purest colonial sugar (made without animal charcoal) be dissolved in water, the presence of mechanical or floating impurities will be very manifest. Such impurities must be got rid of at any cost, before the sugar can be refined. The most obvious way of accomplishing this removal, would seem to consist in mechanical filtration through fibrous textures, followed by evaporation; and this succeeded by the processes of claying and liquoring.

It happens, however, that, even were this process the most desirable, as well as the most obvious, yet the filtration of such sugar in thick solution is no very easy matter,—on account of the glutinous nature of the chemical colored impurities: as the experimenter may prove by means of a filter of paper; however, by allowing sufficient time,—the thing, as an experiment, may be done; and I will suppose it done, for the sake of the next demonstration.

The liquor, when so filtered, if placed between the eye and a ray of light, will be found to be entirely free from the mechanical impurities formerly visible; but it will be as dark from the presence of chemical impurities as before filtration. The indication, therefore, is obviously, to reduce those chemical impurities, by means of some combination, to a mechanical, or filtrable condition. The usual agent employed for this purpose in refineries, is an aqueous solution of lime; that is to say—lime-water.

If a portion of the dark filtered solution be mixed with a portion of lime-water, in a test tube, and heated by a spirit-lamp flame, a manifest change will be observed. A portion of the soluble impurities will be found to become insoluble, assuming the condition of brownish flakes, and rendering the solution turbid.

The liquor now will be found to pass much more readily through a paper filter than before; and, moreover, it will have been considerably lightened as to color.

* This remark only refers to the actual use of clay, not to the operation termed claying in refineries.

If the filtration process be conducted with less care, the liquor, as it passes through, will be contaminated with a portion of the separated impurities; which, in point of fact, are so delicate in their physical nature, that the slightest force breaks them up and partially re-dissolves them:—a circumstance which, as may be imagined, would materially impede the filtering operation on a large scale. However, for the purpose of demonstration, it can be, and sometimes is, accomplished.

If a little white of egg and lime-water be mixed with a portion of the solution, while cold, and the mixture be then heated in another test tube, the same kind of result will be accomplished as in the last experiment, but with this addition:—the albumen of the white of egg, or the blood during coagulation, will envelope each floating particle of the mechanical impurity developed by the agency of lime, and bring it to the surface of the liquor in the form of scum; leaving the subnatant fluid clear and bright.

If the result of the last experiment be filtered, a fluid will come through,—red, if blood has been employed; yellowish or amber, if the white of egg. Either of these solutions, on being evaporated, evolves an animal smell, and eventually yields crystals, from which the non-crystalline portion may be drained, and the crystals rendered white, by the process of claying, (real or virtual,) either alone, or succeeded by the process of liquoring.

If, instead of evaporating the liquid immediately after passing through the filter, it is made to percolate through granular bone black, the result is marvellously improved. Every trace of color is dissipated, and the liquor feels less glutinous to the touch; it has acquired also, (owing to the removal of impurities,) an increased facility of crystallization. The smell of the animal matter, however, generally remains.

Having gone through these preliminaries, we are now in a position to contemplate the process of refining, as now prosecuted.

A good refinery should consist of not less than four floors;—if more, all the better. Its walls should be strong, its planks well-seasoned, and close; and steam-pipes should be laid on throughout, so that a temperature of 80° can be easily commanded everywhere, except on the ground-floor, or fill-house, the bastard curing-room, and the stove; the former of which will require a temperature of 120° , and the latter of 112° to 115° Fahr.

Through the middle of each floor is a large square hole, capable of being shut by means of a trap-door; and through which the sugar is pulled, from the lowest floor to the highest, by means of a gin or small crane.

This is the best arrangement for a refinery; although the details of arrangement may vary considerably. The conditions which I have laid down, are adapted to the supposition that the sugar is dissolved on the highest floor, and that it is subsequently worked down to the lowest; where, having been boiled, it is filled into moulds. These conditions are the most natural, and the most rational; but they are sometimes violated; the sugar being dissolved on one of

the lower floors, and, subsequently, lifted again. By this latter method of procedure the height of a floor or story can be saved; but the operation of pumping is usually involved,—an operation which is never to be recommended.*

Another floor or story in the refineries is frequently saved by a less objectionable plan,—the liquor prepared for boiling being discharged on the ground-floor, and sucked up into the vacuum-pan on the second.

Wherever in a refinery the process be commenced, the first operation consists in effecting the solution of sugar, in such a mixture of water, lime-water, and blood,—technically called *spice*,—that the resulting liquor, at the temperature of 212° Fahr., shall have a specific gravity by preference of about 1.241—equivalent to 28 degrees of Beaumé's saccharometer. This operation, which is called *blowing-up*,—is thus performed :

The blow-up pan is a square or rectangular painted iron, or, much better, plain copper, tank—supplied with a perforated false bottom, under which is laid horizontally a three-armed tubular perforated pipe of copper, in connection with a steam-main. The use of this arrangement will be presently obvious. The sugar being put into the pan along with the predetermined quantity of blood, lime-water, and water—the quantities of each being adjusted by no fixed rule,—the blow-up man lets on his current of steam, which, penetrating into the arms of the trifid horizontal pipe, emerges in sharp jets through the small apertures of the latter, and heats the contents of the blow-up pan with great rapidity to the boiling temperature. For this blow-up operation, some houses use high pressure steam, some low pressure. There is now a prevailing opinion in favor of the latter, in consequence of a belief that high pressure steam is destructive of sugar. Mr. Pontifex† now prepares a solution-pan, similar in construction to the heater:—i. e. the necessary heat is imparted by means of a steam-jacket, thus avoiding the escape of any steam into the solution. This gentleman informs me that the advantages attendant upon the use of this form of pan are very great; a perceptibly larger amount of product, and of better quality, being the result. That the injection of high-pressure steam into sugar solutions is destructive, is rendered highly probable by the investigations of M. Violette, who has proved that wood may be carbonized by means of steam of only 6 lbs. pressure to the inch. (See *Journ. de Chim. et de Physique*, 1848.)

The result of boiling the contents of the blow-up pan will have been anticipated from a consideration of the experiment I have supposed to have been performed in a test-tube; a thick, bulky, offensive scum arises to the surface of the liquid, which might be skimmed off with tolerable facility, and the subnatant liquor left in a state approaching to mechanical purity. This skimming, however,

* Liquor can be raised by the pressure of steam much better than by the more common operation of pumping.

† The Messrs. Shearns, of Bankside, have since borne testimony to the same effect.

is never practiced in the present day, filtration being had recourse to, as a much more efficacious plan.

The process of filtration now universally adopted, is the bag filtration system, as it is called ; and which offers the advantage of a very large surface, comprehended within a very small space.

The bag-filter consists of a sack about 5½ feet long, made of twilled cotton, prepared for this specific use. When to be employed it is used as follows :—The bag itself, which is about two feet broad, is squeezed loosely into a smaller bag, (open at the bottom,) made of very coarse material, and technically known as the sheath. By this arrangement the whole filtering area of the bag is effective, although it is made to occupy very small dimensions. Each bag, with its accompanying sheath, is tied by the following device to a brass nozzle, slightly expanding at one end, to which the bag is affixed, and having a screw turned at the other end. The mouth of the bag, along with its sheath, having been brought well over the bell of the brass nozzle, is tied, sheath and all, moderately tight, by means of strong cord. As it would be next to impossible, however, to whip the cord sufficiently tight to prevent the bag slipping off, on a weight of sugar being poured into it, the following plan of tightening it is had recourse to. A small copper bar, of about four inches in length, being pushed under the cord, is twisted round until the necessary degree of tightness has been effected. The bar is now kept in position, and the twist prevented from returning by means of a second turn of the cord. Many of these bags, usually about thirty-six, are hung in one series, as will be presently described ; of which series there must be two.

A cast-iron tray, perforated with the requisite number of screw-holes to correspond with the number of bell-nozzles, is made to form the upper part or roof of a wrought-iron chest, supplied with doors, removable at pleasure, and rendered air-tight in their frames, during filtration, by means of tow and red lead made into a pad, (which engineers call a *gaskin*.)

At the inferior part of this chest are two exit cocks ; one supplied with a pipe, that conducts the filtered fluid away, and the other, technically called the foul-liquor cock, through which a portion of the filtered liquor may be examined, from time to time.

One other orifice has to be mentioned ;—it is for the purpose of admitting steam : in an atmosphere of which the filter-bags are caused to remain, during the whole period that filtration goes on. This is for the purpose of enabling the liquor to maintain its temperature—therefore to remain liquid ; and hence, to pass through readily.

The filter-chest and its accessories having been thus described, the operation of bag-filtration will be readily understood. The let-off cock at the blow-up pan being turned, the blow-up liquor necessarily runs into the trays forming the roof of the filter-chest ; thence into the bag-filters, and from them into the lower part of the chest. The first few buckets full of liquor which pass are always turbid. The liquor is, therefore, allowed to flow away through the foul-liquor

cock, until a portion, being examined in a wine-glass or phial by the transmitted light of a candle or lamp, appears quite bright.

This period having arrived, the whole mass of liquor is allowed to run on to the charcoal-filter, or cistern, as it is more generally called. These charcoal-filters, or cisterns, are of various shapes, and made of various materials. The usual material is iron, and the usual shape that of a cylinder of about sixteen feet high, or more,—by eight feet in diameter. Interiorly, the cylinder is supplied with a false and perforated bottom, on which is laid a piece of woollen. If made of iron, the cylinder should be internally well-painted with two coats of white lead on one of red. Copper is the preferable metal, but few refiners will encounter the expense of using it for charcoal cisterns.

Instead of the deep charcoal cistern just described, some manufacturers employ shallow tanks of iron or lead. The only advantage which these shallow tanks present over deep cisterns is,—that they are better adapted to low buildings, and do not involve any perforation of the floors. Unquestionably, the decolorizing effect of charcoal is best exercised by the use of deep cisterns.

Whatever the form of the charcoal cisterns, they should never be made of, or lined with, lead, inasmuch as a crust of carbonate of the metal becomes formed, and no sooner formed than dissolved in the sugar solution; where it may be generally found, if sought for. In this way I discovered, in the first day's liquor of one of the largest London refineries, a considerable amount of lead.

I do not advert to this subject with the object of proving that the amount of lead present in the solution would have exercised any perceptibly noxious effect on the health,—or any perceptible destructive agency on the sugar,—but to record the fact of its presence, and thus to guard future experimenters from referring the origin of such lead to any specific process of refining, in which the acetates of lead have been employed, and from which they have been totally separated.

The process of conducting filtrations through bone black, although remarkably simple in theory, yet requires some amount of practice to insure the maximum of success. The principal results to be aimed at are—to accomplish the maximum rapidity of percolation, with the minimum of coloring matter left in the filtered liquor.

This due rapidity of percolation is sometimes regulated by the exit-cock, under the false bottom of the charcoal-cistern—in which case the upper part of the cistern, above the margin of the charcoal, serves the purpose of a tank of reception for the whole bulk of the liquor, which has come away from the bag-filters. In other establishments, the charcoal-cistern is supplied with a cover perforated with two holes—through one of which the liquor is allowed to enter—through the other, a jet of steam; which latter is said to prevent fermentation, and to impart to the charcoal that amount of temperature most conducive to the desired decolorizing effect. In any case the outside of the cistern should be protected against cooling influences, by a coating of felt, and a casing of wood.

In allowing the liquor, as it comes from the bag-filter, to run on to the charcoal, care should always be taken to prevent the surface of the charcoal from being much disturbed. This object is usually attained by allowing the steam to impinge on some hard body laid upon the charcoal;—a piece of broken pot, or a brick tile, is commonly used.

Whether the liquor be allowed to run on to the charcoal gradually, or whether it be poured on at once, the surface of the charcoal should never be suffered to become dry. This neglect would infallibly cause the resulting filtrate—or filtrated liquor—to be turbid, or, as the refiners say, *milky*.

If deep cisterns be used, the liquor need not be caused to linger in the charcoal, by turning off the exit-cock, or otherwise—the first produce of filtration being usually perfectly decolorized and bright. Wherever shallow tanks are employed, however, the charcoal must be allowed to soak or digest with the liquid for a considerable time, before the latter is fit to draw off.

It is said, in general terms, that one ton of bone-black, well-burned, is capable of perfectly decolorizing three of sugar. But this remark must necessarily be vague, and open to modifications, due to the influence of many collateral circumstances; as the reader will easily recognize. It must not be imagined, however, that the refiner unpacks his charcoal so soon as it ceases to effect the perfect deprivation of all color. He allows it, in point of fact, to remain until the last portions of filtered liquor, instead of being colorless, are considerably darker than dark sherry.

The refiner, however, manages in this way: He commences his refine* by using newly-burned charcoal and good sugars; he then goes on using sugars more and more impure, until the end of the third or fourth day, distinguishing his liquor as first day's, second day's, and third day's liquor, &c.; from each of which, respectively, are prepared sugars of corresponding quality.

In order to judge of the mechanical purity of liquor from the charcoal cisterns, it is submitted to a very vigorous optical test: a wine-glass or small phial full being collected, is held between the flame of a candle and the eye, when the slightest speck of mechanical impurity is perceptible, and is considered improper. If these mechanical impurities exist beyond a certain amount, the result is a cloudiness or opalescence; and the sugar produced from such liquors will be generally of a grayish cast. As regards chemical impurities, they are very seldom sought after by refiners, who entertain the most fallacious notion,—that bone-black filtration is competent to remove all bodies, of whatever kind, except sugar and water. The opinion is in nothing more unfounded than in respect to lime—a body which refiners imagine to be most especially removed by the charcoal filtering operation. The fact, however, is, that lime, both combined and in the caustic form, may be generally, if not invaria-

* A refine is the series of consecutive solutions, or *blows-up*, upon which one charcoal-filter system is made to act.

bly, detected, by means of the appropriate tests; and, if the blow-up pan be of iron, or if the painted internal coating of the iron charcoal-cistern be abraded, distinct traces of this metal will also be discoverable. Indeed, refiners often suffer from the existence of iron oxide in their sugars—to which red streaks or spots are thus imparted.*

I will now assume a sufficient quantity of liquor to have come away from the charcoal, to admit of the operations of vacuum boiling. The let-off cock of the charcoal-cistern I will assume to communicate with a tank placed above the level of the vacuum-pan—so that the liquor contained in the tank shall fall into the measure, and thence into the vacuum-pan, by the force of gravity.

The operation of vacuum boiling.—When treating of the subject of colonial sugar manufacture, so full a description of the vacuum-pan, and of the general process of vacuum boiling, has been given, that it only remains here to be remarked that, whether in the colonies, or in refineries, the operation and the end to be achieved by it are the same.

The reader will therefore assume that the liquor, having come from the charcoal tanks, has been subjected to the process of boiling, and has subsequently been allowed to remain in the heater for the necessary period, (say half an hour for good solutions,) to admit of the grain becoming sufficiently developed,—the operation of filling the moulds or cones begins.

These moulds for loaves or crushed lump, and occasionally pieces, are either made of sheet iron, painted white internally—or of copper. The larger moulds, however, employed for accomplishing the drainage of bastards, are generally made of rough clay ware.

For every kind of mould, copper is the best material; but the great expense of using it is a drawback to its general use, to such an extent, that very few of the more wealthy sugar refiners employ this metal, for any mould above the size necessary to contain a fourteen pound loaf.

Previous to the commencement of the filling operation, the moulds standing in triple or quadruple row, the hole in the apex of each accurately plugged with a pledget of brown paper, technically called "*a stop*," are placed base upwards around the fill-house, in such a manner that the rearmost row is supported by the wall, and each successive row by one behind. Thus arranged, the greatest portion of the area of the fill-house is clear, enabling the operator, or operators, to fill any mould at pleasure.

The art of filling is very simple: one man dips, by means of a

* More than one patent has been taken out for the use of iron-salts, as agents to defecate or purify sugars; and iron preparations have been lately tried in the house of Messrs. Fairrie—but with invariable want of success. Terry's Patent, involving the use of prussiate of potash and sulphuric acid, and thus liberating a cyanogen salt of potassium and iron (the bi-ferro-cyanide of potassium) was tried in the house of Messrs. McFie, of Liverpool; and, I am assured by one of the firm, with the result of coloring the goods—in this case *blue*—owing to the re-action of the undecomposed prussiate on a portion of liberated iron oxide.

copper ladle, a portion of the crystallized mass, which he pours into the fill-basin, an instrument something like a copper coal-scuttle, with two small handles. This fill-basin, when charged with its con-



tents, is carried underhanded, and somewhat between the legs of the fill-house man, to its destination,—i. e., the moulds, which are then filled to the brim.

If the moulds were now left merely filled, their contents would aggregate irregularly, and a good loaf would not result. Some little time after the operation of filling, therefore, the process of hauling, as it is technically called, is had recourse to. It consists in agitating or incorporating, by means of a wooden spatula, some two or three inches in depth of the filled mass. Care, however, is taken not to push the hauling spatula too deep into the contents.

The process of hauling having been gone through, the cones are allowed to remain in the fill-house for a period varying with the size of the loaves—and hence of the mass to be cooled. Supposing 14 lbs. loaves to be the size, a period of twelve hours is amply sufficient.

The filled moulds are now put into a basket, let down through the *pull-up hole*, and elevated to the second floor,* called the liquor loft, where the important operations, first, of natural drainage, then drain-

* The ground floor being considered the first.

age effected by claying and liquoring, are conducted. Formerly, a I have remarked under the Def. Claying, real clay was employed, but now a mixture (not solution) of sugar and water—to which the term clay is applied—has taken its place.

As soon as the filled moulds arrive in the liquor loft, each is placed over a glazed earthen pot, the paper stops having been previously removed; and a bradawl is pushed up into the mass to the extent of two or three inches. Drainage now proceeds with an amount of rapidity dependent on the amount of concentration to which the mass had been brought by evaporation, and on the absence of glucose and other impurities. If the evaporative concentration have not been carried very far, the result is said to be low—or free-boiled;—if the contrary,—the designation high, or stiff-boiled, is applied.

As heavy compact loaves are a great desideratum to refiners—owing to the great cohesion of such loaves enabling them to withstand, without much injury, the agencies of damp air, and the various mechanical shocks to which they will hereafter be exposed,—it is a main object in the refinery operation to carry the evaporative agency to the maximum extent, consistent with free subsequent drainage. If carried beyond certain limits, however, the loaves either will not drain at all, or their syrup runs away with such difficulty that a great monetary loss is incurred. In refineries, the object of boiling *stiff* is intelligible enough, and founded on a scientific principle. In the colonies, the object, although intelligible, is most fallacious, and in direct contravention to all scientific indications. The colonial sugar grower, who argues the existence of a refinery precedent for stiff boiling, forgets this most important difference, that, whilst the refiner boils as stiff as is consistent with free drainage,—he, the colonist, boils stiff, whether he can drain or no.



When the first or natural syrup of drainage has ceased to flow, each mould is removed, and a few inches (equal to the depth disturbed by the operation of hauling) of the mass removed by a revolving blade, with a central axis connected to a fly-wheel, and worked by a grindstone handle. This instrument is termed the *facing* machine, and the chilled and badly-crystallized sugar thus removed falls into a box.

The contents of the moulds after natural drainage are said to be in the *green*, and the portions removed are termed *green cuttings*.

The moulds with their contents are now set again upon pots, (the same or others, at the operator's pleasure,) and preparations for the claying operation are made. The green cuttings being put into a pan, are kneaded with water at first into a doughy consistence; and, finally, more water is added, until the whole is reduced to the condition of a thinnish magma, termed *clay*.

Upon the base of each cone, again placed on the syrup pots, is now poured so much of this clay as is sufficient to about half replace the amount of material cut away by the operation of facing.

FACING-MACHINE.



In order to understand the precise rationale of the process of claying, it is necessary to remember that the claying agent is a saturated solution of sugar almost pure in water, mixed with a larger portion of sugar, suspended but not dissolved. No sooner does the clay agent touch the surface of sugar in the mould, than a downward current of sugar solution is established; carrying before it a portion of colored syrup, and causing the base of the sugar-cone, to the extent of some inches, to assume a white appearance.

One operation of claying, however, is insufficient to effect a perfect whiteness throughout the loaf, and a repetition of the operation is not so effective as the process of *liquoring*, which is now in refineries universally followed. The liquor used for this operation is a saturated solution of pure sugar and water. It is prepared by dissolving in pure water—*i. e.*, not containing lime or spice—a porous kind of lump-sugar—such as results from the latter working of the refine, on the fourth day—in a blow-up pan, used exclusively for this purpose; and filtering the solution through a charcoal cistern in the ordinary way, but with much care. When filtered, it should be colorless, and should possess a density at least of 32° Beau., at a temperature of 70° Fahr. Owing to its possessing this high density, magma liquor is not prone to ferment; it may, therefore, be kept in tanks for a considerable time without danger. These liquor tanks, however, should be situated in a cool part of the building:—their usual position being under the roof in a loft, to which the external air has free access.

The operation of liquoring is commonly performed by means of a garden water-pot, without the rose; and simply consists in pouring upon the base of each conical lump of sugar, yet in the mould, as

much as the mould will contain, an even surface having been previously made by an instrument termed the *bottoming trowel*.



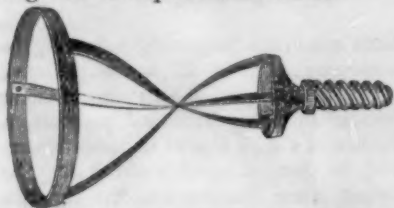
The operation of this liquoring is precisely like that of claying, which has been described in detail; and it effects the total separation by drainage of all chemical coloring matter. Fourteen pound loaves, if made of well-purified sugar, should be rendered neat or white by two successive liquorings.

It is almost too obvious a matter for comment, or indication, that the last syrups of drainage, technically called *drips*, resulting from the operation of liquoring, are much purer; or, in other words, contain much more sugar than the natural syrup of drainage, and that resulting from the operation of claying. Accordingly the drips are collected, and put into a tank alone, to be hereafter boiled up with a fresh working of sugar.

It will easily be observed, whether a loaf requires more liquoring or not, by lifting it from the pot, and noticing the color of the syrup which leaks away. This observation, it is scarcely necessary to remark, should be made when the drainage has almost ceased. If the drops are limpid, the operation has been complete, and the loaves are said to be *neat*: if they are colored, another liquoring is indicated.

The loaves are now allowed to remain for two or three days, when the clay is cut or scraped away from their surface by a kind of triangular blade. This operation is called *brushing off*. The loaves are slightly loosened in their moulds by striking the edges of the latter smartly against the upper end of a vertical post. This loosening contributes to perfect the drainage.

At the stage of loosening, a loaf may be completely removed from its mould, for the purpose of effecting an examination; which examination, in point of fact, is frequently made. When the loaves have become sufficiently dry to permit of being handled, they are taken out of the moulds, and their apices or noses are trimmed into regular form by means of the *nosing* machine, an instrument consisting of three cutting blades, so arranged on a rotatory shaft that the desired angle for the apices shall result.



Not only is this operation of nosing desirable, for the purpose of imparting a sharp, well-defined apex to the loaf, but also for removing a small amount of dark-colored sugar, of which the apex is, under the most favorable circumstances,

composed. The efficacy of the claying and liquoring operations depends on the preponderance of gravity over capillary attraction. Hence there may be conceived a theoretical limit at which the two forces are balanced: practically, this point of equalization between the two forces is at a few inches above the apex of the cone, and corresponds with the limit of impure sugar.

Occasionally, when liquors have been overboiled, or when the

material operated upon has been impure sugar, the point of equalization between the two forces is many inches above the normal line. To expedite the drainage of such cones they are stuck into a kind of funnel, the neck of which joins a suction-pipe in communication with the air-pump of the vacuum-pan. The result of this treatment is too obvious for comment.

The operation of *nosing* is never performed on the larger kind of loaves, which are known in commerce under the denomination of lumps; but the colored portion of the apex is simply cut off by means of a knife struck by a mallet.

The loaves now, if sufficiently dry, are wrapped in paper, and the last traces of moisture driven off by the operation of stoving. The stove is a chamber, or rather a hollow tower, provided with many rows of trellis work, and heated by steam-pipes to a temperature not above 115° Fahr. If higher, the sugar is discolored. The operation of stoving lasts about three days, when the loaves being taken out are ready for sale.

If, instead of loaves, the manufacturer desired to obtain the material known as crushed lump, the contents of the moulds would never be stoved at all; but when sufficiently dry, they would be taken out, and struck with a mallet, until reduced to a mass of disaggregated crystals. At least this is the plan followed in making the better kind of crushed lump. In Scotland, however, where crushed lump is employed more largely than in England, and where the maximum of whiteness is no object, the processes of claying and liquoring are omitted, the natural drainage of the sugar being sufficient to effect the desired result. I am informed, however, by a Scotch refiner, that for this operation the very best sugar must be used, and that it must be boiled very low or free.

Much of the economy of refining depends on the proper employment of the syrups of drainage, and on this point the following axiom should never be lost sight of—*That every syrup of drainage is more impure for equal specific gravities of aqueous solution, than the sugar from which it has drained.*

This axiom will indicate the following rule to be adopted in the treatment of syrups:—namely, to add the purest syrup to the purest sugar, and *vice versa*.

In proportion as sugar solutions are more frequently reboiled, so do their impurities continue to increase, (pp. 36, 57, and seq.) until at length the impurities, when washed out, leave the crystals of sugar so far asunder, that the mass, instead of being hard and compact, is so porous that pressure with the end of a stick leaves an indentation: such masses could not be stoved for loaves, neither could they be profitably broken down for crushed lump, inasmuch as the crystals are small and ill-developed, in consequence of being admixed with so many impurities that the operation of crystallization has been impeded.

Chemically speaking, however, they consist, or by adequate liquoring can be made to consist, of sugar as pure as the hardest loaves; they therefore serve for making the magma liquor as already described.

When the impurities have so accumulated in syrups, that it is no longer profitable to obtain the white sugar out of them by the process of claying and liquoring, a compromise is effected of the following kind. They are no longer liquored with magma liquor, which would not be remunerative, but with syrup; and the result is called pieces. This is the real Jamaica sugar of many grocers.

When the material to be boiled is not sufficiently good to yield a light yellow product, dark clammy semi-crystallized masses are obtained, technically known as bastards. It cannot be too emphatically expressed, however, that the terms, pieces and bastards, are purely conventional;—that no intrinsic or essential difference whatever exists between them;—that both are admixtures of sugar with impurities;—and that such impurities *may* be separated—although it be not remunerative to do so.

Indeed the demonstration of this may be easily effected, by rubbing the pieces, or bastards, with alcohol, and filtering through paper. Cold alcohol does not dissolve sugar, but it readily dissolves the glucose and dark acids with which the latter is associated, and leaves the sugar nearly pure. The latter, if dissolved in water, and carefully evaporated, leaves a result not distinguishable from that arising from any other pure sugar solution.

Bastards being the most impure kind of refinery crystallized produce, the reader will have anticipated the remark, that the syrup of drainage from bastards is treacle.

The direct refinery operation being now gone through, it remains for me to describe the collateral processes of the scum, and charcoal departments. The reader will therefore revert to the filter bags,—which necessarily contain all the mechanical impurities, or scum, as it is called, developed by the operation of boiling the mixture of raw sugar, water, lime water, and blood.

This scum, being somewhat bulky, must necessarily contain a large amount of sugar, to lose which would be totally irreconcilable with the close economy of civilized manufacture. The simplest plan in theory, to obtain such sugar,—would seem to be the common laboratory process of washing. So glutinous, however, is the impurity, and so bulky, that hot water will not pass through with the necessary rapidity: hence other means of extracting the contained sugar must be adopted. These means are as follows:—The bags being turned inside out, the contained scum is transferred to larger bags (scum bags) and exposed first to a pressure effected by the imposition of weights; afterwards, it is boiled with lime water;—and finally exposed to the pressure of a screw, or of hydrostatic power; by which means the greater portion of the sugar is removed.

When removed, the liquor—scum liquor, as it is called—is one of the most impure, offensive liquids that can well be conceived. Its color resembles porter;—its smell that of putrid blood;—its taste, according to such evidence as I can collect, is somewhat sweet. On this latter point I am free to own that I can bear no direct testimony.

If there be any truth in the chemical deduction previously arrived at, viz. : that the rapidity of decomposition for sugar solutions, *ceteris paribus*, is in direct ratio to the amount of impurities contained—this scum liquor must be a focus of so much mischief that it should never, under any pretext, be incorporated with the raw sugar of a refine. But now the practical question arises :—what is to be done with it ? To evaporate so weak a solution of sugar and water—even devoid of impurities—would be practically impossible—seeing that the process of evaporation must be prolonged to the extent of destroying the chief part of the sugar. Then how much are the difficulties of the position increased by the presence of animal matters and lime ! In fact, scum liquor is surrounded by most unyielding conditions ; not only must it be added to the next *blow-up*, but added *at once*, or else fermentation sets in and it is decomposed.

It is evident, then, that the present operation of sugar refining is one of gradually increasing deterioration. On account of the necessity the refiner is under of adding impure saccharine solutions to such as are comparatively pure, he pursues a system of working in and in, most destructive to the staple of his operations ; and were it not that treacle is a general receptacle for impurities, refineries would run themselves out, or be brought to a close.

This system of in and in work is one cause which prevents a refiner from knowing the exact per centage amount of produce yielded by any given sugar ; but there is another, namely, that involved by the use of magma liquor, which necessarily confuses the weighed results.

Refiners have been thought extremely tenacious in guarding against the disclosure of the per centage amount of sugar obtained, and doubtless that tendency exists ; but, in strict truth, they cannot tell, so much is one operation involved in those which precede and follow.

It is not here asserted that a refiner cannot, by taking the average of a considerable period, obtain a general result of his produce ; but to ascertain the amount of pure sugar obtained from any given sample, is, by the present refinery operation, impossible.

To illustrate the unsatisfactory looseness of the deductions which are sometimes made from inadequate data furnished by the refining operation, the following narrative will suffice. I was shown a kind of laboratory-book belonging to a London refiner, and in which the assertion was made, that about 82 pounds of white sugar out of 112 of raw material were obtained in his establishment : no experiments were mentioned, but merely the dictum laid down. I subsequently examined the boiler as to the means by which the deduction was arrived at ; when it appeared that the deduction was not proved, but merely assumed, as being in accordance with certain experiments made,—not in the refinery, but in the laboratory. The process of liquoring was not adopted in these experiments, but the sugar in the green state was assumed to have a certain per centage of coloring matter. “After all,” remarked the boiler very candidly, “I never could see

how this result of 82 pounds was ever arrived at; and I consider the result of our best working to be more like 75 or 76."

There is a considerable affectation prevalent among refiners, of considering their manufacture absolutely perfect. A very large London refiner would lead the world to believe that he does not produce in his refinery any bastards. He does not *sell* any, it is true, considering it more profitable to purify this product to the extent of enabling it to be converted into pieces. This same refiner also entertains the notion, that he absolutely extracts *all* the sugar out of his scum; whereas I know, on authority that is unquestionable, that he sells the scum of one of his refineries alone for 5*l.* per week to a party who converts it into bastards and treacle.

Most refiners have an instinctive horror of owing to the employment of blood. I once was taken to a London sugar house, which has the credit of being considerably in advance of others in the general economy of the whole operation. Amongst other matters, I was informed that no blood was used. A personal examination of the blow-up pan, however, during an operation, corrected the error fully to the satisfaction of myself and friends. Having viewed attentively every part of this refinery, I found that the only difference between it and many others which I had seen, consisted in the remarkable cleanliness of the floors.

The Treatment of Charcoal.—In London many refiners do not re-burn their own bone black; indeed some refiners possess none of their own, but rent the material at a stated price. Others, however, burn their charcoal, even in London: in the provinces the plan is universal.

Although various processes have been tried for effecting the purification of animal charcoal without the aid of heat, they have all been discontinued; and the process of dry distillation is universally had recourse to. This process is now, I believe, universally conducted in cast iron retorts,—either exposed to the direct action of the fire, or set in a kind of oven, according to the most approved plan followed by manufacturers of coal gas. Not only do retorts, when exposed to the direct agency of fire, become speedily destroyed by oxidation, but occasionally the bone black is apt to be over-burned, whereas in the dome-set retorts this result cannot occur.

That over-burning of bone black is injurious, has been recognized by many persons, but I am not aware that the reason of the injury has been explained. Indeed, to recognize the full amount of that injury, for the sake of making an extreme case, a special experiment is required: inasmuch as it is scarcely possible to apply the necessary amount of heat to a large retort, even when acted upon by the open fire. The first evidence of incipient overburning of the bone black is a peculiar glazed appearance which the grains possess, and which is probably a mere physical effect, and dependent on an increased density of mass, from the close approximation of particles. If the heat be pushed still further, the agency of the charcoal in the bone black on the accompanying phosphates, liberates such an amount of phosphorus, that any sugar solution passed through such charcoal is com-

pletely spoiled. In the dome-set retorts, not even the first ill effect can well occur. The decolorizing effect of bone black is much impaired if it be not washed free from sugar before burning: such is the fact, but the rationale is not understood.

During the process of burning, the bone black gives off a great quantity of gaseous and condensable empyreumatic products, amongst which ammonia, and Dippel's animal oil, predominate; thus proving, if any evidence were wanted, how far the legitimate influence of the bone black, as a mere decolorizing agent on sugar, has been interfered with by the presence of the animalized matters derived from blood. As soon as the evolution of volatile matter has ceased, the charcoal is raked out with all due rapidity into iron chests, and at once covered over, so that all ingress of air may be prevented; otherwise a large portion of the charcoal would be consumed.

As regards the theory of the action of bone black, I confess myself entirely ignorant. Although cognizant of the various theories which have been mooted from time to time to explain this agency, I have met with no explanation yet that seems at all satisfactory; and want of time has prevented me from devoting any great attention to the matter.

I am far from convinced that the decolorizing agency is due to the charcoal of the bone black in the least degree; and, so far as I have seen, the opinions of Messrs. Gwynne and Young, recorded in the *Annals of Medicine* for June, 1837, would appear to be correct:—namely, that the agency is due to the 90 per cent. of phosphates of lime and ferruginous compounds, with which the 10 per cent. of charcoal in bone black are associated. I may mention, also, that this opinion is advocated by Mr. Fairrie, the refiner, of London, Liverpool, and Glasgow.

The chief defects of the present refinery operation are as follows:

1. The necessity of employing lime water and blood.
2. The great accumulation of sweet waters arising from the washing of the charcoal.
3. The process of in and in workings.
4. The deteriorating influence of scum liquor on solutions of sugar.

After the exposition which has already been given, of the injurious agency of lime on sugar, little remains to be stated on that point here. Indeed, the amount of lime as used in refineries is but small; the earth never being employed in substance, but always as lime water; hence the injurious agency of this alkaline earth is in a manner reduced to its practical minimum. Still, even under these circumstances, its ultimate destructive agency must be great, when it is considered that each successive syrup contains the lime, not only of its own operation, but of many preceding operations—modified only by the amount of lime removed (if any) by the bone black filtration process.

The employment of blood, although effecting a considerable mechanical separation of one set of impurities, and thus enabling the

liquor to pass rapidly through the filter bags,—nevertheless imparts not only red coloring matter, but also the peculiar odorous compound of the blood. The coloring matter, it is true, can be removed by animal charcoal,—but only, as must be evident, by diverting a certain amount of the efficacy of that substance from its more legitimate agency of removing the vegetable colouring matter of impure sugars. As to the odorous matter, it is never separated from the liquors to be evaporated, however bright they may be to the eye; and is only removed from the crystallized sugar by the processes of claying and liquoring,—which force it into the syrup,—and, lastly, into the treacle. Hence it is that the coloured refinery products—pieces and bastards—although somewhat like Muscovado sugar in appearance, possess a most offensive smell. The coloured sugars resulting from a refinery process, where no blood is used, cannot be distinguished from real Muscovado sugars—the best proof of the assertion that the peculiar smell of the two former is due to the odorous matter of blood. Another very strong proof of the presence of this odorous matter consists in the fact, that the condensed vacuum pan steam evolves a peculiarly nauseous smell of perspiration. The perspiratory fluid of animals is well known to be elaborated from their blood; and, taking advantage of this fact, a celebrated writer on forensic medicine* has proposed to distinguish medico legally between the blood of brutes and the blood of man, by treating the suspected blood with sulphuric acid, when the peculiar perspiratory smell of the animal will be evolved.

The accumulation of sweet waters arising from the various washings to which the charcoal must be subjected, is a very serious inconvenience, which is much felt now that the effective bulk of bone black has been so greatly increased beyond the *few inches* mentioned by Derosne, the patentee.

If these washings accumulate faster than the necessities for water in the future operations of blowing up,—the inconvenience—not to say positive loss—to the sugar refiner, will be great indeed.

The effect of in and in working, as producing a cumulative amount of destruction, has already been so fully enlarged upon, that it need not be further adverted to—and a similar remark applies to the injurious agency of seum liquor.

It now merely remains for me to add, that the process of employing sulphurous acid as a precipitant for lead—used as a defecator—is equally good for refinery, as for colonial operations; as I have proved most rigorously, both on the small scale and the large.

In conclusion, I beg here to thank the various gentlemen, far too numerous to mention, who have aided me in my investigations on sugars for the last eighteen months.

To Messrs. Evans, Thwaites & Co., refiners, of Cork, my acknowledgments are particularly due for the very prompt and liberal manner in which they responded to my application for leave to try the efficacy of my process in their house. The various experiments con-

*Barruel.

ducted on the small scale in a laboratory, built by them for the occasion, having led to a successful trial on the large scale with most satisfactory results,—their house has now been specially altered for the purpose of adapting it to the genius of the new process.*

ART. III.—FLORIDA.

INTERCOMMUNICATION—CLIMATE—COASTS—EVERGLADES—PRODUCTIONS
—TROPICAL FRUITS—SUGAR LANDS, AS COMPARED WITH LOUISIANA—
TIMBER—GENERAL ADVANTAGES, ETC., ETC.

We have, on many occasions, throughout our first nine volumes, introduced particulars relating to Florida, in reference to its history, productions and prospects, but it has never been our good luck to meet with anything so full, minute and reliable upon this subject, as the paper we are now permitted to present to our readers, and which is the joint production of several gentlemen of that state, at the head of whom are John P. Baldwin and G. W. Ferguson, Esqs. The facts have been carefully collected and embodied, for public purposes, and too much credit cannot be awarded for the successful manner in which it has been done.

No one can examine the position of Florida upon the map, without being convinced that her high career has been unnaturally interrupted, and that her citizens have only to be true to themselves to remove the impediments to her rapid improvement and wealth.

The prospects now daily brightening of a rail-road connection across the peninsula of Florida, of the Atlantic and the Gulf, so interesting to the whole south-west, and the constant calls made upon us for information in reference to Florida, are calculated to enhance very much the value of the present paper.

We suggest again to the citizens of Texas and Arkansas the importance of furnishing us with similar evidences of the condition and progress of these states, believing that nothing will so much promote their progress in population and wealth as the dissemination of full and reliable information.—[E].

The greatest drawback now existing to the more rapid settlement of this interesting portion of our state, is to be found in the want of facilities for more speedy and ready communication with other states and with other parts of the state; and it is suggested to our citizens of the seaboard, that the establishment of steamboat routes on either shore, from Jacksonville to Pensacola, is what the prosperity of all the small settlements on the bays and rivers loudly call for. Many intermediate routes could be made profitable at once, and with the ne-

* Since the period when the above was printed, my coadjutors have become far too numerous for special acknowledgment. I must not, however, omit the name of Messrs. Shears, of Bankside, who have fitted up a model house on their premises for demonstrating the new operation, and to whom I am indebted for many valuable suggestions as regards the mechanism of my process.

cessary business which must follow the establishment of such a communication, connected with a contract for carrying the United States mails, there would appear to be sufficient inducement for some enterprising citizen, or citizens, to embark capital in what the wants of the people and the general good, so eminently call for. A route from Miami, in Dade County, to Key-West, and thence to Charlotte Harbor, Tampa, Cedar Keys, St. Marks and Apalachicola, is suggested as one that would prove a source of profit to a small steamer of light draft of water; whilst the stimulant thereby given to business and immigration would, no doubt, be very great.

In treating of a region of which the geography and peculiar local features are so little known, would not the public interests be subserved by taking a somewhat wider range than originally contemplated, and exhibit some of the opportunities for enterprise in connection with its numerous waterfalls, bays, towns and cities, steamboat routes, &c.; it being obvious that a region so little in contact with the emigration and travel of the country, must necessarily remain comparatively a sealed book, unless some little effort is made to unfold its pages.

The climate of South Florida may be at once set down as the most desirable winter climate in the United States, presenting to the invalid of the north, a desirable retreat from the rude blasts peculiar to that region. The Miami, on Key Biscayne Bay and Key West, may be considered as most desirable points for establishing the necessary facilities for the encouragement of visitors of that class, numbers of whom annually go on to Cuba, and other West India Islands, but who would be induced to stop in Florida, were there proper accommodations. No places possess greater advantages for fishing, boating, &c., than those mentioned. At Miami, on Key Biscayne Bay, has been stationed, during the past eighteen months, a company of United States troops, and it has been a matter of surprise to the surgeon, that he has had no case of sickness among the soldiers during all that time. The inhabitants, some of whom have resided there for many years, are all grateful witnesses of the remarkable healthfulness of that vicinity; and although the summers are warm, the air, during the entire day, is fanned by the easterly winds prevailing in that season, and rendering it comfortable for the laborers to pursue their vocations at all times. The writer would here remark, that this class of men, of whom he employs many, are universally more healthy and robust than in any other region he has any acquaintance with. This, in connection with other and peculiar advantages, make it emphatically the home of the man of slender means and enterprising disposition.

Dade County, stretching along the Atlantic seaboard, between lat. 25 and 26 degrees, possesses an excellent harbor for vessels drawing nine feet water, with a light-house at its entrance, on Cape Florida, marking the channel into the bay, (Key Biscayne,) which extends for a distance of thirty miles in a northerly and southerly direction. Numerous streams discharge into it from the Everglades, on all of which is water-power, controlled generally at no great ex-

pense, with a fall of about five feet, which may be employed for Arrow Root or Lumber Mills. The necessary supplies for running either, are to be found directly on the banks of the streams. The land on the west side of the bay is gently elevated, commanding a delightful view in many places. An opening directly through the Keys to the Gulf, enables vessels to be seen in their course, north or south. These points are desirable places for building, and in the immediate vicinity is found a spontaneous growth of Arrow Root, inviting the man of enterprize to avail himself of the water-power so abundant, or of a small steam engine or horse-power, with which he may, with little difficulty or expense, prepare for market an article yielding one hundred dollars to the acre. This may create a sensation of doubt in the minds of some, and may suggest the inquiry, if such be the case, why has it so long remained unknown, and the country comparatively unoccupied? To this the writer will attempt no reply, further than to allude to the neighborhood of that curse of Florida, the Seminole Indians, and that Dade County has been the scene of bloody encounter and massacre.

The southern portion of this county comprises numerous Keys, stretching along the Florida Reefs, and terminating at Tortugas, in Monroe County; and it may not be amiss here to remark, that the reservation of these Keys by the general government is calculated greatly to retard the growth of that portion of our state. They should be open to settlement, and be subject to pre-emption claims as all other public lands, and soon a hardy, enterprising people will occupy them, producing plants peculiarly adapted to their light, vegetable soil. Those plants are clearly pointed out by nature's unerring hand, wherever the original growth is cleared away, by the spontaneous growth of the Bird Pepper and the Gherkin in the greatest profusion, both extensively in demand for pickling. On these Keys alone may be raised a sufficient quantity to supply our entire home market, for which large quantities are annually imported from Africa, South America, &c. They are in bearing the entire year, and yield a perpetual harvest.

The Palma Christy, the plant from which Castor Oil is made, peculiarly adapted to this kind of soil and climate, grows continuously for about four years, and becomes a large tree, in constant bearing, ripening its rich clusters of beans in such profusion, that from some experiments made by the writer, he is satisfied that one hundred bushels may be made annually from an acre, and their product of oil two gallons per bushel. An enterprising citizen of Key West is about to establish machinery for engaging in the business, and it may be safely predicted that Castor Oil will become an important staple product of South Florida, its climate securing to the cultivator so great an advantage over regions where the plant is merely an annual.

The Sisal Hemp plant is growing throughout these counties, and is natural to the whole southern part of the Peninsula. With the aid of labor-saving machinery, in dressing out the fibre, and manu-

facturing the hemp, there is no doubt it could be made a profitable pursuit, even in competition with the native labor of Mexico.

The Florida Keys furnish an immense field for the manufacture of that great necessary of life, salt—which is now made upon a large scale by an estimable citizen of Key West, superior in quality to Turk's Island. The plan of evaporation is by solar heat, in large basins, from whence it is pumped by wind-mills into elevated vats, with temporary covers, where it is granulated, and made ready for market. Large quantities are annually shipped from Key West to New-Orleans and other southern markets, where a constant demand exists for all that is made, and at a price that has enabled the proprietor to establish it as a permanent business, that may be largely extended. Many of the Keys in the vicinity present the same advantages as the one referred to, and with the necessary capital, any man of enterprise and perseverance would here find a chance for investment that could not fail of securing a just reward for his efforts, while to the state the results are of immense importance, in view of the great consumption of an article which may be produced to an extent so unlimited within our borders.

The entire region of pine woods, from Cape Sable to near Indian River, presents a bountiful growth of Comptz, the root from which the Arrow Root is made, and it may be claimed that its importance to the state of Florida is second to no other plant adapted to her soil and climate. One of its peculiar characteristics is that of reproduction, without care of planting, as the scattered seeds and the parts of roots left in the earth in the process of digging, shoot forth, and in two years, without any care, present a more bountiful growth than the original. Doubtless the quality and amount of the roots would be improved by cultivation, and as the plant is susceptible of introduction into all the pine lands south of twenty-eight, and perhaps thirty degrees, experiments are recommended, with the view to extend and secure to Florida, at the earliest day, the great advantages promised by the growth of this plant. It is proposed to forward to the Agricultural Board at Tallahassee, for distribution, a sufficient quantity of seed, that each of the middle and southern counties may make the trial, and in the month of April they may be expected, when they may be planted at any period of the summer. The manufacture of Arrow Root at Miami has now become an established business, yielding to the conductor, with the aid of necessary machinery, three dollars per day as the result of each man's labor, with a ready market for all that is made; and as the production and consumption has greatly increased during the past year, we hazard nothing in predicting that they will continue to do so, until this shall become one of the most important products of the state. Its quality as starch is well ascertained to be superior to that produced from either wheat, corn, or potatoes, vast quantities of all of which are yearly consumed in the manufacture of that necessary article; and when it shall become known that an acre of our poor pine land will produce as much starch from this plant as can be obtained from a similar surface from either wheat, corn, or potatoes,

the growth of the best lands of the north, it will be clearly seen that capital and labor must always find a certain and profitable investment in this branch of industry so peculiar to our climate.

In connection with this portion of the Peninsula, the important fact should not be overlooked, that a large portion of the Everglades are within its border; and as that extensive region of swamp land is now the property of the state, it is confidently hoped that measures will soon be taken to redeem from overflow so valuable a portion of tropical territory; and the writer would here remark, that an extensive observation of that region during a long residence at Miami, has convinced him of the perfect feasibility of the project, and that it is only a question of time and money. The Everglade region is of vast importance to our state, covering as it does an area of about one hundred and sixty miles long by sixty broad, and should be at once examined and surveyed with reference to draining. All former reports on that subject have been decidedly favorable; and in view of reclaiming so much tropical territory, early action is very desirable. The writer would suggest that deepening and enlarging the natural outlets, with the opening of some additional ones at favorable points, would, at no very large cost, as compared with the immense advantage, be the means of preventing any large accumulation of water, as the overflow is believed to be caused entirely by the rains; and so vast is the surface confined to almost a dead level, that the natural outlets are insufficient to drain it off.

Much valuable timber for ship-building and cabinet work is growing in South Carolina, such as live oak, dog-wood, &c., much of which is annually used at Key West, where many small vessels have been built during the past year. Mangrove is of an abundant growth, and furnishes excellent timber for constructing foundations in water for wharves and other structures, whilst the bark is an excellent substance for tanning leather, or for dyeing. Box-wood, mastic, satin-wood, crab-wood, and lignumvitæ, are all found in quantities throughout the keys and the southern part of the state generally.

Indigo, of spontaneous growth, is found throughout a large portion of the state, and is extensively manufactured and used in families, but there does not appear to have been any effort made to introduce it as an article of commerce. As the plant is peculiar to our pine-woods soil, its importance deserves some experiment, to ascertain if it may be profitably cultivated and manufactured. Will not some enterprising citizen give the subject the necessary attention?

The various tropical fruits are all adapted to this southern portion of Florida, and many of them can be made profitable for export:—such as the lime, guava, citron, lemon and cocoa-nut. The lime is now an abundant crop, and shipments of them to Charleston and Savannah have netted twenty dollars to the barrel. The product per acre may safely be estimated at thirty barrels. Preserves made from the three first-named fruits are always in demand, and may be prepared for market extensively. The pine-apple is successfully cultivated at Indian River and other places, but as it requires a peculiar soil, it is confined to certain localities. Many points of this region are adapted to the

plantain, banana, orange, &c., where future efforts, governed by experience and discretion, will doubtless cause them to become established products.

We would refer to the efforts and statements of a lamented citizen of Florida, murdered at Indian Key by the Seminoles, and who was rewarded by Congress for his zeal in introducing tropical plants. From his great skill and experience, he should be considered the best authority as to the future prospect of our state in the production of all these luxuries of life. From long observation, the writer is convinced, that while abundant opportunity exists for employment in producing some of the great staples of commerce, Nature, with a bountiful hand, has also provided a sufficiency of soil, from which to obtain all the necessities requisite for the wants of the settlement. Gentlemen of worth, who have been long residents of Florida, are well aware that previous to the Indian war, by which our southern counties were depopulated, the sweet orange-tree was found in many of those counties: as Orange, St. Lucie, Dade, and Hillsborough, in vigorous growth, and bearing bountifully their peculiarly rich and luscious fruit. These trees were mostly destroyed during that memorable period; and the great uncertainty as to the safety of life and property, has since prevented much attention to that, or any other branch of cultivation. There is now, however, in progress of growth, several young and thrifty orange groves at Indian River, Tampa, Manatee, and other places, proving the soil and climate well adapted to the production of that most profitable, and always desirable luxury.

It is only requisite that citizens should enter the land, clear it, and plant their trees, keeping them clear of all other growth for a space of about six years, and they may enjoy a harvest as rich as a choice vein in California. But it will be asked, what will enable persons to live through these six years without capital? The answer is, that in none of these southern counties is there a spot where the spontaneous products of the earth and water do not afford a very comfortable livelihood, without what may be called labor in obtaining them; and we need not point out to the man of industry and enterprise, the advantage thus conferred, while he, with system and energy, applies himself to some of the various opportunities, holding forth a ready and profitable reward for his labor.

The banana, the plantain, and various other fruits, are being successfully cultivated at various points; and when we take into consideration the fact that the soil of South Florida is so various, presenting here a black vegetable mould, there a yellowish clay soil, and again light sandy loam, or clear sand, it will at once be seen, that where so large a portion of the surface remains untried, it is difficult to attach to separate localities of this great and extended field, the importance which they may justly claim. We will state, however, that where this luscious fruit, the banana, has succeeded best, at New River, Indian River, Miami, Key West, and other places, it has always been a deep, rich vegetable soil, not too dry; and in all such soils, in any county south of 28°, it will undoubtedly become a profitable article

of cultivation. In view of the large quantity of this fruit annually imported, it is recommended that more strenuous efforts be made to introduce and extend it wherever it may be done. Too rich a soil cannot be had, and cultivators should look well to manuring wherever there is any deficiency of strength in the soil. The Everglades, whenever drained, will furnish a large amount of soil adapted to the plant; and may we not confidently look forward to the period when so great a luxury shall be furnished to the neighboring cities from our own state?

Officers of the army, employed during the Indian war in the Everglades, report having visited a large island known as Sam Jones, on which was a large and beautiful growth of banana and cocoa-nuts, of the correctness of which there is no room for doubt; and may not this be taken as a test of the importance we should attach to that extensive region, now the property of Florida?

Cocoa-nuts are found to be adapted to nearly all our varieties of soil, and may be raised in the greatest abundance with the necessary care of planting. This article has been sadly overlooked, for the reason that the plant requires some nine years' growth before it yields any fruit. But this should never be considered as a reason why it should be neglected. Let every person who clears a piece of ground put into it a few of these valuable plants, and in a few years we shall find them important as a source of revenue to the state. Neighborhoods near the salt water are found most desirable for them, and in these locations they will soon, by the rapid unfolding of their elegant fan-like leaves, add beauty to the scene, and at the proper time, a never-failing, and almost never-ending source of profit will be the result.

In regard to the culture of sugar in South Florida, it is well known that the seasons are at least from four to six weeks longer than in the best sugar lands of Louisiana and Mississippi, which had been considered the best in the United States; but owing to the liability of frosts, it has been conceded that they lose at least one crop out of every four; for in what they consider a favorable season, they are compelled to commence grinding their cane early in October, and before the cane matures. In the counties of Levy, Hernando, Orange and Hillsborough, (to say nothing of the counties further south where the season is still later,) they do not commence grinding until the last part of November; and at the last season, the planters on the Manatee did not finish until the middle of February, giving them three months to gather their sugar crops in. A planter last year made on the Manatee, 30,000 lbs. of sugar from 10½ acres. The cane matures and tassels there every season, which is conclusive proof, that no other part of the United States possesses the same advantages for the culture of cane. There is beyond a doubt, in the counties of Levy, Hernando, Orange and Hillsborough, at least 170,000 acres of the best sugar lands in the United States, entirely uncultivated.

We feel that we have already made this communication of a somewhat lengthy character, yet we are constrained, in justice to two other branches of employment, in prosecution of which South Florida has

a large interest, to devote some further space to a cursory glance at their respective merits and advantages. The first is the great interest of cattle raising. Already has this branch become of great importance, and may be greatly extended, for which there is abundant range in the lower counties. In some of these counties there are no cattle at all, as in Dade, although the range is of the freshest kind during the entire year. A most desirable market for large numbers can be had at the Bahamas and West India Islands, and at Key West. The proximity of Miami (with an excellent harbor) to these places, would give a very great advantage in supplying those markets with beef, not only on account of the distance and expense, but the beef would be in much better condition than after the long passage now made from Tampa, Pensacola, New-Orleans, and other places, from which their supply is now obtained. We make the suggestion, in the hope that persons who now have large stocks in the northern part of the state and in Georgia, may profit thereby, as the price of cattle in those island markets may be estimated at twenty dollars per head for two year old steers, and thirty to forty dollars for those of three years and upwards. It is presumed that at the present session of the General Assembly, an appropriation will be made to open a road from Indian River to that point, when all the difficulties now existing will be removed, and cattle will doubtless soon be driven there; very many of which would find a ready sale to persons settled at that place, who are now entirely without any, owing to the great difficulty of penetrating the hammocks, and crossing the streams which intersect the entire region from the Miami to Hillsborough River.

In a country where the best of pine timber is growing in such abundance, and whose geographical features present such great advantages for transporting it to market, it would be superfluous for us to dwell upon its importance, as furnishing a ready and certain reward for the investment of capital and labor, either in converting it into lumber, or in the production of turpentine. It is remarked, with some degree of pride, that our state is exporting considerable lumber and turpentine; but where one is engaged in either of these branches of business, there should be at least twenty. There is ample room and scope for this increase; and with our ready access to the coast, this should be the greatest exporting state, for these two important articles of commerce, in the Union. There has never been devoted to these important branches of industry any thing like the attention they demand; and our state is still sadly in want of saw-mills throughout her length and breadth, save perhaps at one or two points, as at Pensacola and Jacksonville. With the abundant supply of timber, we hope soon to see enterprising men engage in reaping the harvest that is presented everywhere throughout South Florida, where there is not at this day, within our knowledge, a solitary saw-mill.

Turpentine-making is receiving some attention in the western part of the state, where its profits are so large as to draw off attention from the culture of cotton, even at present high prices; and when we consider the enormous consumption of rosin and turpentine, and the

large extent to which they may be produced in South Florida alone, we need only look to an accession of laborers in this productive field, for it to become a most valuable and important resource of the state.

We have made industrious researches after some authentic tabular statements in regard to the heat and cold of South Florida, and the only one within access is a series of observations made by the late Dr. Perrine, at Indian Key, during several years following 1830. At that place, in latitude about 25 degrees north, the average range of the thermometer, during a series of years, was found to be seventy-six degrees, and never descending to a freezing point. The entire region, embracing all south of latitude 28 degrees, may be claimed as entirely exempt from frost. Persons now living at Key West, Miami, Tampa, and other places, and who have been many years in Florida, have never known a sufficient degree of cold to injure the most delicate plants. With such mildness of climate, and a widely extended primitive soil, may we not expect, as we have certainly every reason for hope, that South Florida will soon become, what Providence in its wisdom seems so emphatically to have designed it to be, the Garden of America?

In glancing over this view of S. Florida, we are forced to one conviction, that with such great and important advantages of climate—such varieties of soil, covered with a spontaneous growth of products of greater value than many that are now being cultivated in other states—with her streams and bays abounding with every variety of fish and turtle—her forests enlivened by all the varieties of game common to the South;—with these and other advantages, we look to the future history of Florida with conscious pride, believing that her course is onward: and that it is only necessary that she arise in her youthful might, and put forth her energies, to show to the world, that within her borders exists that which will make her one of the brightest stars in the galaxy of states. Our citizens have only to employ the means with which they are abundantly provided, for the construction of rail-road and steam-boat routes within and around our borders, by which they will remove one of the great obstacles to immigration, and soon we shall find our promising state the recipient of a thrifty and prosperous people. Other states well understand the importance of creating facilities for travel; and knowing its influence in extending to thinly populated regions the benefits of emigration, have made it a prominent policy to encourage all such enterprises; and shall we not profit by their numerous examples? There is much capital now within our state that could be thus very profitably employed. And we would suggest a liberal policy towards the encouragement of all capitalists, who, with the laudable desire to shorten the route between our great northern cities and the Mexican Gulf, propose to construct rail-roads across our state for that object. The speedy accomplishment of such enterprises cannot but result greatly to the prosperity of our state.

ART. IV.—THE REGULATOR.—A TALE OF TEXAS.

PART II.—THE HISTORY OF THE "TEN-PENNY NAIL."

"All who joy would win,
Must share it: happiness was born a twin."

WITHIN hail of one of the pleasantest villages of Alabama, lived Major Otley, in a residence indicative of circumstances of ease and comfort upon the part of the owner. Major Otley was the father of Ellen, who became the wife of Col. Teadriver. He was a worldly-minded man, and a man of stern nature. Ellen was unlike her father in the traits of his disposition. She was as remarkable for gentleness as he was for sternness. As she grew to womanhood, she grew to be the general favorite. She was tall, graceful, with large black eyes and dark glossy ringlets. The two most matchless traits of her disposition were gentleness and gayety. These two qualities were like exhaustless wells of living water, springing up in her nature, and enriching, with their purifying influence, all who came within the circle of their magic charms. The common expression in the village was, that "Ellen was as cheerful as a cricket." Her gayety was the gayety of a trusting and unsuspecting heart; her gentleness was the offspring of pure affectionateness of disposition. These are rich treasures in themselves, but they are qualities which are apt to subject the possessor to the severest trials, in the actual approach and contest of life. They are often a melancholy boon in the sorrowing paths of life. Ellen was quite handsome, but it did not prevent her from seeing and admiring beauty in others. She was not possessed of those accomplishments which constitute the staple of the fashionable education of the day, but there were ample amends made up to her for the deficiency, in the healthful elements of her constitution, in which particular she resembled the English ladies, having been much in the open air, rather than those specimens of the elegant ladies of this country, who think that the air of nature was not made to visit their pallid cheeks. Her amiability she never lost, but her gayety, though severely tried, long withstood adverse circumstances, and at last measurably gave way, like the tender sapling, which the schoolboy uses to ensnare the rabbit, and which, by the too long use of it in the bent position, will finally lose its force and elasticity.

Among the neighbors of Major Otley was a gentleman of the old school, a village politician and a democrat. Notwithstanding the difference in the political creeds between the Major, who was a federalist, and his democratic neighbor, they were firm personal friends. He was a man of mild temper, afflicted with the asthma, and an intolerable talker. He was more voluble than the Major in his political displays, and out-talked, or rather talked him down by an unbroken flow of unappeasable volubility, but the asthma would prove the Major's friend; and he would reply, in a more calm and deliberate tone, and hit the harder blows in the caustic and withering sarcasms in which

he indulged, and which told heavily upon his democratic friend. Two seats were usually appropriated to them at the village grocery, the scene, upon a summer's day, of their political warfare. Here a crowd would usually collect to listen to the world of words of the one, and to the biting rejoinder of the unflinching Major. Thomas Jefferson and democracy were the unfailing themes of the one, and John Adams and a strong government the idols of the other. A spectator could hardly have imagined, while listening to the heated grocery controversy, in which the Major would indulge in the severest sarcasms at the inconsistency of the views, the levelling tendency of the doctrines, and at those weak points of private character, which Tom Moore has immortalized for posterity in undying verse, which the Major charged upon the Apostle of Liberty, whom his antagonist regarded with an admiration akin to idolatry, that anything like personal friendship could subsist between such bitter political controversialists. Such, however, was the fact. Away from the field of battle, and from the presence of spectators, the Major did justice to the mild and winning virtues of his democratic neighbor, and he, upon his part, never failed to recognize in the Major the possession of the stern virtues of the Roman. The Major's democratic friend was the father of two sons, and, besides, had received into his family the son of a distant connection, upon whom he bestowed the same care and external regard which he gave to his own children. He had him well educated, and furnished him with the means and opportunity to acquire the profession of the law. With this young gentleman some of our readers are acquainted. Carroll, for it was he, was gifted by nature with fine sense, but it was rendered useless to him, in consequence of his peculiar disposition. His disposition was affectionate, mild, timid, and yet his frame was stout and healthful. He was utterly incompetent to undergo the wear and tear, the conflict of mind and soul, which his profession demanded. He shrank from opposition, and instinctively avoided the shock and contest of the actual world. His disposition was meditative and retiring. He could not face his species in any effort which required firmness of purpose and resolute will. As a consequence, he failed at the bar, and saw others of much intellectual inferiority surpass him in the career of life. His intercourse and rearing in the family of his benefactor, had been of such a character as to encourage rather than dispel those unhappy blemishes of his nature. He had received there that amount of kindness which prevented the growth of those sullen and vindictive passions, that oppression and a sense of wrong will often lash into the mildest nature. This kindness, added to the circumstance of his isolated condition, was of that halting kind, which could not produce the development of that full confidence, and did not impart that freedom of heart, which will sometimes supply the defect of nature in this regard, but increased the disorder rather, by inducing him to encourage those gloomy and desponding moods which, alas! were but too congenial to the natural trait and bent of his character; and being thus deprived of that confidence belonging to security in the possession of the natural ties of life, he was like-

wise without that superadded quality, which oppression and the stern lessons of hard fortune will impart to a character deficient in resoluteness of purpose. It is not always the most benevolent act to remove the young, of either sex, out of their natural station in society. His shrinking timidity became the bane of his existence, and, like a discolored vein in a noble block of marble, will deface the choicest statue which the chisel of a Praxiteles could work out of it. It is by no means an unusual thing, that the mildest natures are often forced into the possession of a degree of desperate courage by adverse fortune, and a fierce conflict with life, for a hard existence that often makes them shining characters in the busy scenes of life. But then that adverse fortune and that forced conflict, must assume a point of intensity sufficient to banish all timidity and sense of inferiority. And this rarely happens to those who have been removed from a hard to a better, but to an unnatural position. There were too many of the elements of kindness hovering around him, to permit the growth in him of this fruit of a hard and chilled nature. Situated as he was with regard to the family of Major Otley, in consequence of the familiarity between his benefactor and the old federalist, he was never an unwelcome guest in the family circle. His mild, subdued and retiring manners, and his poor and orphanage condition, disarmed Major Otley of all care or apprehension.

Nothing, under the circumstances, was more natural in the world, than that an attachment should spring up between him and Ellen Otley. An attachment did spring up, of the most pure, disinterested and absorbing nature. Strange as it may seem, the sprightliness of her character accorded well with the philosophic gloominess of his. His still and quiet despondencies of nature found relief in the un-failing elasticity and hopefulness of hers. Her vivacity was in happy contrast with the subdued eloquence of his gentle and desponding words. They loved as people rarely love in this world. The quiet and easy tone of his character was well calculated to win a vivacious and gay girl, whose lively fancy did more than half the work, and *he* loved, admired, and indeed envied her happy nature; and he loved her because he was indeed beloved by this happy, holy, elevated and lovely woman, the only thing in the world, of any value in the world's eye, that did love him. What wonder that *he*, cast like a weed at sea, and meeting the solace of affection nowhere else in the world, should be penetrated with a tenderness for her that knew no bounds; for her who, like an angel from the upper spheres, had consented to be the "bright particular star" of his more than eastern idolatry, and thus more than repaying him in the priceless richness of the treasure of her affection, for the hard fate which bore so oppressively upon him in the world. This affection, deep and absorbing as it was, and notwithstanding its continuance for many months, and the lengthy correspondence to which it gave rise, was wholly unsuspected and undiscovered by the father of Ellen, until it had shot its roots into the nature of each, and to eradicate which was to cost a fearful and bitter agony. That discovery came, and with it came a crushing blow, as fell as the bolt of heaven. Fre-

quently during the existence of this sweet interlude in their lives, in which they gave reins to the indulgence of a deep and true affection, which those who haply feel have cause to thank heaven for a propitiousness of destiny happening to but few in this money-getting and money-loving world, and which ever remains an oasis in the heart when the waste of desolation reigns over the whole landscape of life, did the hopeful Ellen beseech her lover to make a candid and full disclosure to her father. Her lover knew better. "Why, Ellen dear," he would reply, "your father would do worse than kill me. He would forbid me his house. To be banished from this priceless privilege of seeing you, and hearing a voice that is sweeter to me than the melody of the spheres, and from that love which, in the hard and seared life I live, is the only consolation which ever visits me, how could I endure life? I would have to fly away to some distant land, and, like the good Job, 'rejoice exceedingly when I could find the grave.'—No, no; let us hope for better times." And thus it ran on in a smooth current of unfathomable joy to those happy lovers. It was too pure long to last. Her father intercepted one of Ellen's letters full of the eloquent words of affection. With a flushed and excited nature he exhibited it to his daughter, taxed her with the folly of madness, and placed his terms of indignant disapprobation upon it, in language which admitted of neither hope nor doubt. He left his daughter in an agony, sufficient to have moved a heart of adamant. The Major was as prompt to act as he was commonly slow to deliberate. He hunted up Carroll, and poured upon his head a torrent of unmeasured vituperation, under which the stoutest heart would have quailed. He accused him of the deepest duplicity and the basest ingratitude—that he had extended to him the common civility of permitting him, a poor and nameless orphan, with no ability to support himself, and with a dishonored name, for aught he knew, and which he strongly suspected—to visit his family, and that he had basely turned this license of an unreflecting kindness into the foul purpose of endeavoring to win the confidence of a foolish girl, and whom he was base enough to desire to inveigle into the same condition of poverty and degradation with himself, and from which he would never arise. "Now, young man," said the Major, in that concentrated tone of passion which is always eloquence, "if there is any virtue in your dishonored nature, there is but one way in which you can evince it, and avoid the consequences of an aroused indignation, the intensity of which you can form no conception of, and that is, by leaving this state immediately, with the promise never to return."

Carroll was made of too penetrable stuff to resist against a storm which seemed armed with destiny to him. He departed. He wandered in some of the adjoining states for many years, and, having a fine voice, taught music as a profession, which yielded him a precarious existence. Major Otley removed his daughter at once to the house of an aunt, who lived in a gay southern city. Her grief continued long, and was, at times, uncontrollable, and she pined away to a mere shadow; but the natural gayety of her disposition finally

came to her relief. To it she was indebted for her life, and for the returning love of it. With her returning love of life, she regained measurably her elasticity of spirits, but the sentiment of love for Carroll was never wholly eradicated.

About the time of the departure of Carroll, at the stern mandate of the indignant father, Col. Teadriver, then a young gentleman of shining manners and pleasing address, and independent estate, settled in the neighborhood of the village where Major Otley lived. The love affair between Carroll and Ellen had never become the subject of village gossip, as it would have been difficult to convince the public that Ellen Otley could ever have been induced to place her affections upon such a person as Carroll, and her family had taken pains not to let the secret escape. In process of time Ellen returned to her father's house. Her marriage with Col. Teadriver at length was much a match of her father's making. She yielded obedience to her father's urgent entreaties, with a submissive heart, satisfied that she was greatly beloved, and if she did not deeply love, resolved to make a kind and dutiful wife, if she could not make a loving one. The marriage was one of those marriages of convenience which has the blessings of friends, and the *promise* of happiness. She became the mother of a daughter, who was called Ellen, after her mother, and this was the only child they ever had, and was, as stated, the idol of her father. While little Ellen was yet quite young, pecuniary embarrassments overtook Col. Teadriver, and stripped him of the largest portion of his fortune, and the remainder was held by so precarious a tenure, that he conceived it to be more prudent to remove into the then colony of Texas. Here he secured valuable lands, and was soon well to do in the world. He had resided here a few years, and had distinguished himself in the struggle in which the colony was then engaged, in obtaining from the hard rule of a distant authority some semblance of popular institutions. Upon a pleasant summer evening in the month of May, there arrived in the town, near which the Col. lived, a gentleman of pleasing and quiet manners, who professed to be a music teacher. This was Carroll. The meeting between him and Ellen Teadriver was of the most exciting character. He contrived that the recognition should take place when they were alone. The old fires were quickly revived. Her affection for him now sprang from commiseration for his peculiar character, as an outlaw and wanderer in the world, in consequence of an unsubdued and undying love for her. Could woman be assailed on a tenderer point? She knew nothing of him, but as one who was stricken with a hopeless and remediless passion, of which she was the unhappy object. He represented it as a mill-stone around the neck of his enterprise. What was the world *without* her—what the rewards of the world unless for her? Their meetings were frequent and distressing. She loved from pity, and he from the unchastened longings of his nature, for the only thing which, in the voyage of life, had ever bestowed upon him the rich offering of a pure and holy affection. Madness was in his idolatry, and hers was subdued into the absorbing hope to induce him to maintain the integrity of

his character, and to awake from his sleep of indifference to the rewards of resolute exertion in the game of life. Oh! the love of woman—it is a “lovely and a fearful thing.” Their affection was indulged, because it was delightful to indulge it. The gushing and melting tenderness of it was not tinged with any hope, on his part, of any more intimate relation than then subsisted. There was an eternal gulf between them, and her high and holy nature impelled her at once to the full and resolute determination to maintain the integrity of her marital vows and strict fidelity to all the duties of her station.

The continuance of Carroll in the village was longer than he had a class in music to teach; he was spell-bound by the fascination of his love for Ellen, notwithstanding his repeated promises, and in her repeated solicitations to remove elsewhere, and elevate himself in the practice of the law. Ellen did not doubt but that he would soon distinguish himself, if he could be induced to make the necessary exertion. Alas! he was not even the man he was when she first knew him. His hard struggle with the world had had a prejudicial effect upon the inherent weaknesses of his character. He had become radically insincere. He had become a whining sycophant and time-server. He had grown to be intensely selfish. Soured with the world by his own want of success in it, growing out of the instability and want of firmness which he continually displayed, he had degenerated into a servile flatterer of all, from whom he could expect anything, and was a mere hanger-on in the world. He was without object in life, and, like a waif at sea, carried whithersoever the current of circumstances might drift him.

Ellen knew none of this; she was a martyr to her fancy. Her integrity of heart never suffered or was shaken, and the only item of defect in it was her love for him, which survived time, and grew under the weight of adverse circumstances in the full purity of a hopeless affection. She strove against it; the effort cost her a sea of silent tears. She prayed against it, but the heavens were brass to her entreaties. She suffered in spirits and she suffered in health. Her loss of spirits and her loss of health could not long escape the worldly eye of the Colonel. With him “once to be in doubt” *was* not “once to be resolved.” The fidelity of a domestic, who was in the secret of their correspondence, gave way at the stern demands of the Colonel; and by her information he was frequently present at their meetings, when they were not aware of it, and read their letters. The more he saw of the affair, the more he became convinced of the purity of the character of his wife, and the harmlessness of the relation, apart from the galling conviction to him of the existence, upon her part, of a deep and pure affection. Two of the letters were in his possession, and among his papers at his death. They were as follows:—

“My dear E., I have made up my mind to go, and have as frequently abandoned it. Where shall I go, where can I go? The only charm which the world has for me is *here*. My soul refuses to obey the dictates of prudence. How can I go, when spell-bound by a tie, which the

God of nature has himself placed within my bosom, and which I know has no unholy taint in it, and which is as pure as the love which the holy of the earth entertain for the object of all human worship. Does the philosophy of the world condemn an affection like ours, springing uncontrollable from the depths of pure hearts; let us turn to a higher source for our consolation and reward.

‘To the pure in heart, all things are pure.’

“If it were wrong, God would have heard your prayer, and given me relief. It cannot be wrong when we purpose nothing, when we desire nothing. My affection for you is the living element of my nature. It is the food of my life, and the breath of my soul. I cannot live without it. It has become part and parcel of my nature, and that nature must be dissolved into its original elements, before the impress of this feeling shall ever leave it. I cannot live without it, and for it I am willing to die. What charm has the world for me? What is its wealth but a demon in disguise, whose vocation it is to chill and petrify the higher emotions of exalted natures? What is fame to me, alone in the world, but a cheating sound? We are not without elevated examples in history. Poetry has enshrined those examples, and they have travelled down the stream of time for our comfort and consolation. But yet how vain are all words! If my staying distresses you, I ought not to stay. I have no right to inflict upon you any of the bitterness of my own wrung nature. I have no right to give indulgence to the honest emotions of my heart, if it brings distress to you. If it kill me, yet will I go. Here I utter the word—that word which the poet truly says ‘makes us linger,’ the word that is the death-knell to all the treasured hopes of my heart—farewell. But oh! cannot I see you once more?
Yours, C.”

How true it is, that man may “smile and smile, and be a villain!” The following was the reply:—

“My dear C.—We *must* part. There is no alternative left us but duty. Duty I owe to one who is now ignorant of our attachment, and upon whose ignorance depends my happiness. I cannot doubt the truth and purity of his affection, and am unwilling to subject him to such tests as would inevitably be the consequence of your remaining longer here. He may know it, and his knowledge would be the signal of our mutual destruction. Let me entreat you to this step, with all the earnestness and persuasion to which I have a right to appeal.

“If there indeed be, upon your part, a tithe of the purity of affection and self-sacrificing spirit which I feel within me, I do not permit myself to conceive it to be a hard task to submit to duty; and I hope I may be enabled to induce you to summon a like elevated sentiment, which I am sure cannot be a stranger to your bosom. My happiness and peace of mind demand your departure. How often have you promised me, at the eloquence of my tears and entreaties, and with a seeming sincerity, which I was but too eager to credit, that you would not prolong your stay. Why are you so desponding? Will not I rejoice if you succeed in life? Is that not worth your ambition? If you can give me real joy, the *only* joy which you now have it in your power to impart to me, will you not, my dear C., stifle the voice of a vain hope, make me happy in the only way in your power, by continuing the honorable profession of the law, and rise to distinction. Oh! how my heart would rejoice to see you a shining character in the honorable walks of life! You have talents—call ambition to your aid. You say life has no charm for you, unless I mingle

with it. Do not deceive yourself; you cannot rise to distinction without giving me unmixed delight. You cannot evince the high and elevated elements of your character, without imparting an ecstasy to me which no language can paint. Why throw away in vain and temporary pursuits an ability which was designed for higher things? No, my dear C., from the bottom of my heart, and with all the sincerity of which it is mistress, let me beseech you to go to some populous city, nerve yourself to honorable exertion, and rise in the world, as I know you can, as a marked and honorable man, and nightly as I lay my head upon my pillow, will utter a prayer to heaven, that you may have strength to support and sustain you. My prayer is, go—and *at once*.

Farewell.

E."

This correspondence, and the conversations which he had heard, satisfied him that his wife was the innocent victim of her own misguided imagination; that her fancy had painted a very defective character, in its rainbow tints; one who was gifted with the singular eloquence and fascination of words, which not unfrequently mark the erring and forsaken sons of genius. That her high devotion was the delusive outshoot of an excited fancy, did not make the discovery less desolating to Col. Teadriver. If a stroke of thunder on a cloudless day—a familiar, but forcible image—had burst suddenly upon him, he could not have been more astounded. The foundation upon which his heart reposed had been violently, and without any premonitory warning, removed, and he stood a wretched and ruined man, without the hope of revenge, or the possibility of relief. It was one of those scathing strokes of Providence which are sometimes disclosed in this strange world, that makes, of the object of it, a spectacle of living wonder to himself. A black, and bitter, and repulsive future, unrelieved by any star of hope in the hemisphere in which it lowered, was before him. The consciousness of present despair was his companion. A man of indomitable courage—here it could afford no relief. A man of great self-reliance—here there was no consolation in it. A man of ambition, it was a vain hope here. A man of pride, it added to the bitterness of the sting. What could high elements of character do in this withering catastrophe? What could resentment do? It would have been as sensible to have been enraged because his heart palpitated irregularly—just as sensible to have been enraged because his pulsation was hurried. What could remove the fatal knowledge, which, like iron, had entered into his soul, and there rankled? He had shed blood—it had left no shudder behind. If he should shed blood and brave those compunctious visitings of conscience, which will come in such a case as unbidden companions, it would put the seal of death upon the deluded fancy of his wife. His only hope was that his wife would yet see as others saw—would awake from her dream. He determined, however, to let her know that he was not ignorant, and like the wayward Colonel, took the following plan:—Having in his hand a tenpenny nail, which he was in the habit of using upon his new place, he approached her when she was alone, and thus addressed her:—"Ellen, I am satisfied of one thing. I have made up my mind to an act that

ought not to cost me a moment's regret. There is a man in town whom I do not doubt to be an unmitigated villain. Great parted creation! This shall be the instrument of my vengeance," showing it to her, while his voice and manner indicated the most intense excitement, which he in vain endeavored to conceal under an assumed calmness of exterior, "this I mean to drive into his brain, inch by inch. I shall take occasion so to do it, as that I can see, as it shall slowly penetrate to the seat of life, the images of guilt and despair, as they shall disclose themselves upon his dying face. He has wronged me, and this shall be my revenge." He leaned over and hissed the loathed name into her ears. She uttered no word, and she made no cry. She cast a startled and hurried glance upon his face. It was enough—without a shudder or a groan she fell in speechless stupefaction at his feet. *And there he let her lie.* Quick as thought, and with the remembrance of his daughter at his heart, he stepped to the door, closed it, and turned the lock, and let the curtains fall at the windows. He deliberately took a chair, drew it near her person in inanimate prostration, and sat down near her side. Here he remained a moment, and a heavy sigh, as though his strong nature would rend apart, burst from him. He then slowly uttered, "poor fool, poor fool." And the fullness of his desolation came vividly over him, scorching and searing for the time all human ties and all human emotion.

As the Colonel was a singular man, the reader must not be surprised if the soliloquy which we are about to give over the person of his inanimate wife, should partake of this trait of his character. We must premise that the Colonel, being a military personage, had some singular antipathies. He detested a red-head and a music-master. He began, "Great parted creation!—a victim to a red-head and a music-teacher! My God, was the like ever known? The mystery to me is, that she should love that whining wretch! such a base, perfidious, smooth, dissembling, hypocritical villain—one who could violate the sanctity of the hospitable hearth, to which he was invited as a reputed man of honor, and there to whisper the poison of his guilty admiration into the guileless ears of this poor fool, consecrated by the ties of the altar! Meeting me in the accustomed walks of life, with the smile and the ready lie, and carrying on his game of deceit to my undoing! '*Peril of devils*,' we shall be yet equal. Could the curse of ruined happiness and peace *here*, expedite the blow which Heaven is sure to send upon the head of one so void of honor, his heart would at once fester in despair and remorse. How pleasantly did this villain, in the early stage of the wooing of the wife of another, and the mother of my sweet Ellen, who has just budded into womanhood, seem to sail along with the evident absence of all manliness, all trace of honorable feeling—any discoverable germ of virtue. "Do the pages of history," and here the Colonel's mind took one of its singular turns, "or the realms of poetry, disclose a case of such success in a red-head, and a music-teacher? And then the dark infamy of the remorseless wretch, to seek to prostitute the pure word of God to the purpose of the villain, by the

construction put upon the words, that 'to the pure, all things were pure,' and which he too well knew to be false than hell." Here his wife began to show signs of returning animation. "This wretch," continued the Colonel, "this red-headed wretch, this music-teacher, who was false to all domestic honor, who could creep from lowness itself into the confidence of the elevated, and who dared to plead temptation, as though that did not heighten the blackness!" Here his wife was fully revived—reason assumed her throne. The Colonel sat motionless. She rose, she threw herself wildly upon his breast—she clung to him madly—she seized and held him in the spasms of despair and alarm; and then, "Oh, my husband, my husband!" and in an agony of remorse, besought, not so much his forgiveness, as his belief of her purity. "Look in my face, search my heart, I am true"—and thus she ran on in that touching eloquence which a woman can only use in such circumstances. During all this passionate outlay of womanly grief and eloquence, the countenance of the Colonel indicated mute despair. Finally his own deep love for his wife, the peculiarity of her situation, his certain knowledge of the purity of her character, and the weight of accumulated sorrows he had met with in the world, and now this unmeasured anguish, quite unmanned him, and the eccentric and stern Colonel Teadriver dissolved into a flood of tears, the first time for thirty years, and in this flow of bitter grief found comparative relief. But nothing could ever cure the desolation that was at his heart. When this truly distressing scene was over, the Colonel walked up into town with no very benignant purposes. But the bird had flown; Mr. Music Teacher had taken the hint. He was gone, and no one knew whither. The Colonel did not pursue him. In process of time, the Colonel regained a portion of domestic happiness: his wife was so devoted, so uncomplaining, so submissive, so watchful of his comfort, and so solicitous for his happiness. But he had received a blow from which his nature never recovered; and as his gayety left him, his fondness for quaint sayings also departed, until he became a man of the common mould. The tenpenny nail he ever kept with him, and was in his pocket when he was killed. Whenever he wished to suppress any occasional exuberance of animal spirits, or any improper wish of his wife, he would slightly, and in a casual manner, exhibit, or motion to it. It never failed to have its effect. Oh! often, often have the silent tears of joy coursed each other down the cheeks of his wife, to know as she did that this small token of her error gave the Colonel some chance of repaying the wrong she had done him; and such was the meekness and gentleness of her character, and such was her desire that he might derive all the consolation it was calculated to administer, that she never failed to evince the necessary compliance and submission of character which it seemed to demand—glad, unspeakably glad, to render even this much, by way of retribution, for her thoughtless and unconscious error; and it thus proved a memento of her husband's forgiveness, and the test of her submission.

The Colonel saw nothing more of Carroll for several years, until

he saw him in the hands of his committees. At the moment of the recognition, the Colonel turned and walked away, and muttered to himself, "My lark, I will let you pass through the sieve of my committees, as my friend the one-eyed lawyer facetiously remarked." With that story the reader is acquainted. The history of the Colonel's daughter may next amuse the reader.

IBREDIX.

ART. V.—THE STATE OF MISSISSIPPI.

WAR OF THE NATCHEZ—CHICKASAW WARS—DEFEAT OF BIENVILLE— EARLY HISTORY.*

In the first number of this compendious history, we reached the period when Loubois, having driven the Natchez tribe from the eastern shores of the Mississippi River, and having also erected and garrisoned a new fort at Natchez, returned to New-Orleans with the rescued captives, to make fresh preparations for the pursuit and extermination of the fugitive savages. The further prosecution of the war was delayed till the arrival of reinforcements from France. In the meantime the French succeeded in forming alliances with several powerful tribes of Indians inhabiting the south, as well as the Illinois and Wabash regions.

The Natchez, expecting an invasion, fortified themselves, with great skill, at a point on Black River, below the confluence of the Ouachita and Little rivers, near the spot where the town of Trinity now stands.

M. Perrier, by whom the war was to be conducted, having organized all the effective force of the colony, which, (inclusive of a reinforcement of 180 soldiers from France,) did not exceed one thousand men—commenced his campaign. Leaving about 200 men to defend the colony at home, he embarked at New-Orleans, and ascended to Black River, with an army numbering little over 700 men. On the 20th of January he came in sight of the stronghold of the enemy, where the "Suns" had resolved on a desperate defence. On his way to the fort, the French general had been reinforced by about 350 Indian allies, who proved to be of invaluable service in the battle which ensued.

The besieged made valorous resistance for the space of three days, when, M. Perrier having brought up his artillery, they hoisted a flag-of-truce. After fruitless negotiations, which consumed many hours, the French commenced, and kept up a furious cannonade on the fort, until a sudden tempest interrupted their fire. The Natchez availed themselves of the storm and darkness, to retreat into the neighboring swamps, but the Indian allies were sent in pursuit of them, while the French stormed the entrenchments. The former succeeded in capturing 427 of the Natchez—and with these prisoners, the French

* Part II. Continued from February Number.

general, having razed the outworks of the fort, and dismissed his allies, returned in triumph to New-Orleans. The prisoners, among whom were the "Great Sun," and other chiefs, were soon afterwards sent to St. Domingo, and sold as slaves.

But this formidable tribe, though routed, were not yet conquered. One-half of their original number yet remained free and dispersed in various quarters. Two hundred of them, having united near Natchitoches, then commanded by St. Denys, an officer of talent and experience—resolved on attacking and exterminating the whites at this post. But St. Denys adopted timely measures of defence, and having secured the aid of several friendly tribes, succeeded, after a hard-fought battle, in repulsing them. Following up this advantage, he pursued them to a neighboring fort, to which they had retreated, and gallantly assaulted them, killed 92 braves, and routed and dispersed the remainder. This was the closing scene of the "Natchez War"—and the scattered remnant of this once powerful and warlike tribe incorporated themselves with the Chickasaw, and other tribes hostile to the French. Into those tribes they infused their own ferocity and hatred, as will be perceived hereafter, and succeeded in rekindling the fires which the French vainly supposed had been quenched in the blood of the Natchez.*

The colony of Louisiana, though victorious, was much enfeebled by the frequent drafts which the war had created on their wealth and population, and rejoiced in the return of peace. The war had diminished their intercourse and trade with the Indian posts, and thus withdrawn one main source of their prosperity. But one permanent benefit resulted from this, inasmuch as it induced the "Western Company," which had hitherto monopolized this profitable trade, to surrender their charter—and gave the King of France an opportunity, of which he immediately availed himself, of conferring on all his subjects equal privileges, as to commerce, within the province of Louisiana.

Under the new organization of the government, M. Perrier was commandant-general. Loubois, who distinguished himself at Fort Rosalie, was made lieutenant for Louisiana; and D'Artaguet, who had acquired reputation in the Black River expedition, was made lieutenant for the Illinois country.

The population of the whole colony now exceeded 5,000 souls, of which 2,000 were slaves. The settlements were rapidly extending along the fertile shores of the Mississippi, Red, Arkansas, Ouachita, Illinois and Wabash rivers. Above New-Orleans the coast was lined with cottages, and large plantations had been established at Manchac, Baton Rouge, Point Coupee, and other remote points—and at Natchez, settlements had extended along St. Catharine's and Second Creek.

Thus situated, in 1733 the colony of Louisiana was ready for a new career of prosperity—free from the restrictions of commerce, which had hitherto retarded their advancement—with a civil govern-

*Some of the Natchez were seen at the city of Natchez in 1782,—50 years after the Natchez massacre.

ment well organized, and religious instruction amply supplied by the vicar of New-Orleans, which then belonged to the diocese of Quebec.

But these gleams of prosperity were soon obscured by the "Chickasaw war." After having read the foregoing pages, it would naturally be concluded, that the colonists would not again engage in war, without urgent necessity; but let it be remembered, that all wars between European emigrants and the aborigines of America, have resulted from the perfidy, violence and oppression of the former, who seem to have adopted the decision of Cyrus, as related by Zenophon, that the big boy, who had a very small coat, had a right to compel the little boy, who had a very large one, to exchange with him.

The Indians very naturally considered this regard to the mere "fitness of things," as being by no means a correct rule of justice. If the numbers of the white men in the old world required additional domain, the red man's occupation as a hunter required extensive wilds remote from civilization. The interests, as well as the habits, of the two races, were therefore equally antagonistic. Every additional mile settled by the white man, was equivalent to a spoliation of ten miles of the Indians' hunting grounds.

For a long time the Chickasaw tribe had been hostile to the French, and, as has been already related, had incorporated with their nation the refugees of the Natchez tribe, which act was itself a defiance of the French. They had frequently, at former periods, instigated small tribes to incursions upon the white settlements; and influenced by English emissaries, had entirely excluded French traders from their borders. They also committed frequent hostilities upon the *voyageurs* between Mobile and the Illinois settlements, until the year 1729. About this time, they commenced urging the league and conspiracy, which eventuated in the Natchez massacre. After the defeat of the Natchez tribe, the refugees, who joined the Chickasaws, succeeded in persuading the latter to open hostilities against the French, and renewed the depredations, which, for a time, had been suspended, upon the French commerce. In consequence of these acts, the river trade was virtually suspended, and the colonies kept in continual alarm.

Under these circumstances, in 1734, Bienville returned from France, bearing a fresh commission from the King, as Governor and Commandant-General of Louisiana. His name had once been terrible to the savages, and he doubted not it would now frighten them into subjection. But, on demanding the surrender of the Natchez refugees, he received only a bold refusal. He instantly determined to chastise the insolence of the savages. With this view, he commenced levying troops upon the upper and lower Mississippi, and at Mobile, and formed an alliance with the Choctaws, who agreed to meet him with a large body of warriors, at Fort Tombigby, on the river of that name. D'Artaguet, commandant at Fort Chartres, was ordered to march his whole disposable force to the Chickasaw nation, across the country, from Chickasaw Bluff, to which point he was to descend the Mississippi from Illinois, and to join the grand army under Bienville, who had resolved to ascend

the Tombigby River to its upper fork, with stores of artillery, and thence to march to the head waters of the Tallahatchy, at which point he expected to find D'Artaguettes. The 10th of May, 1736, was the day fixed for the meeting of the two divisions of the army.

Bienville reached Fort Tombigby on the 14th of April, 1736, and was there immediately joined by 600 Choctaw warriors, and six days afterwards by 600 more; making 1200 auxiliaries.

Unavoidable delays prevented Bienville from leaving Fort Tombigby till the 4th day of May, only six days before that fixed for the junction of the grand army with D'Artaguettes's division. To reach the designated point of junction required twenty days—thus making the arrival of one of the divisions without the other almost certain, and exposing each to the danger of being cut off from the other, and destroyed separately.

They at length reached the point of the river, about twenty-seven miles from the nearest Chickasaw town, and debarking, erected a stockade for the protection of the sick, and of the stores and artillery. This done, Bienville marched in quest of the enemy, and on the 25th of May encamped in view of their stronghold. The next day the Choctaws attempted to surprise the enemy, but were repulsed. At noon the French advanced, and in two desperate assaults, were repulsed by the deadly fire from the fort. The battle raged for four hours, during which many of the French were killed and wounded. Bienville, seeing the British flag waving over the ramparts, and despairing of success without artillery, drew off his forces in excellent order, leaving four officers and thirty-two men dead, and sixty wounded, on the spot where they fell.

Next morning the bodies of the French, killed and wounded, were discovered already quartered and impaled on the stockades of the fort.

At a league's distance from the enemy, Bienville now entrenched himself, overwhelmed with chagrin, and having received no tidings respecting D'Artaguettes's division, he resolved to abandon his enterprise, and return to New-Orleans. On the 29th May, he broke up his camp, and next day reached the point, at the head of the Tombigby, where he had deposited his stores; and on the 31st, having dismissed his Choctaw warriors, he threw his cannon into the river,* and, floating down the river with his army, reached Fort Conde in safety. About the last of June he returned to New-Orleans, shorn of his glory, and covered with shame.

Alas! were this but all! But unhappily the brave D'Artaguettes, accompanied by the red warriors of the North, from the shores of Lake Michigan and the Wabash, had descended the Mississippi to the Chickasaw bluff; and traversing the country east, had reached unobserved the Chickasaw country, and on the evening before the 10th of May, encamped near the place of rendezvous. Here, in sight of the

* Several years since, an Indian tradition was verified by the discovery, at the very spot of Bienville's debarkation of the cannon and lead, which were thrown overboard by the unfortunate commander. An old man, named M'Gilvery, had frequently stated that those silent witnesses of ancient tradition lay buried there, but without credence, till accident led to their discovery.

enemy, with his lieutenants, Vincennes and Voisin, and the Jesuit, Senat, he sought for intelligence respecting Bienville. But on the 20th of May, his Indian allies, eager for the fray, and impatient of restraint, forced him to lead them on to the attack.

The Chickasaws retreated before his well-conducted assault from the first fort and town, to a second town, from which they also retreated to a third town, in assaulting which D'Artaguette received two wounds which disabled him, and he fell. Dismayed by this misfortune, the red men of Illinois precipitately fled. Voisin, though only sixteen years old, conducted the retreat, forcing his men to carry with them such of the wounded as could bear removal. D'Artaguette remained where he fell, weltering in his blood, and his faithful friend Senat and his lieutenant Vincennes, voluntarily remained to receive the last sigh of the wounded, or share their captivity.

D'Artaguette and his companions were treated kindly by the Indians. Their wounds were dressed, and they were assiduously nursed by their captors, who were influenced by the hope of obtaining a great ransom from Bienville, who was known to be then advancing to their country. But the retreat of Bienville having destroyed this hope, the Chickasaws resolved to sacrifice their hapless captives to their savage revenge. They were taken to a neighboring field, and there, with the exception of one, who was left to relate the tragedy to his countrymen, the prisoners were tortured before slow fires till death ended their agonies. At this time, Bienville, ignorant of D'Artaguette's unhappy fate, and, doubtless, chiding him for delay, was ingloriously flying from the strife, for which he had been so impatient.

Not till his arrival at New-Orleans did Bienville learn the fate of D'Artaguette and his comrades. Must not his suspicions of D'Artaguette's fidelity, if he entertained any, have been converted into self-reproaches, for having, by his own want of energy, been instrumental in bringing about such a deplorable catastrophe?

To retrieve his late disgrace, Bienville determined on an expedition from the North, with a grand army, by the route which D'Artaguette had pursued against the Chickasaws, which, on being submitted to the minister, was approved. The spring of 1739 was the time appointed for this invasion, and directions were given and preparations made accordingly. In the meantime, the Chickasaws had sent runners to their English friends, with numerous presents, consisting of the spoils of victory, to inform them of their triumph, and solicit an alliance with them.

About the last of May, 1739, Bienville, with his army drawn from Mobile and the settlements contiguous to the lower Mississippi, embarked in boats and barges at New-Orleans, and slowly ascended the Mississippi River to the mouth of the St. Francis, at which point he was joined by La Buissoniere with the Illinois division. Bienville's whole army now amounted to twelve hundred whites, and nearly twenty-five hundred Indians, making thirty-seven hundred fighting men. Crossing the river, the army erected a fort (called Assumption) as a depot. It was now the middle of August, and sickness began

to ravage the army fearfully. Winter came, and disease disappeared only to make room for famine. The invasion, therefore, was delayed till the arrival of supplies from New-Orleans. Thus the march was delayed till March, 1740, when not more than two hundred effective men could be mustered into line besides the Indians. With these M. Celeron was sent against the enemy, with instructions to treat for peace. The Chickasaws, supposing them to be the whole French army, upon their approach sued for peace, and M. Celeron immediately entered into a treaty of amity and peace with them. A deputation of Chickasaw chiefs and warriors accompanied him to "Assumption," where Bienville ratified the treaty which M. Celeron had stipulated. The fort was dismantled—the French army re-crossed the river; and Bienville, having there discharged his northern allies, again floated ingloriously back to New-Orleans, sunk lower than before in military reputation. Here closed his career. He had been an able commander, and had gained laurels, but age had disqualified him for the arduous task of tracking and conquering in their native forests the warlike savages, who had, several centuries before, boldly resisted the mail-clad warriors of old Spain under the chivalrous De Soto, and who were now aided by the wealth and the counsel of their English allies.

In the following spring Bienville was superseded by the Marquis de Vaudreuil, who was appointed Governor and Commandant-General of Louisiana. Bienville had for nearly forty years controlled the affairs of the colony, but now retired under a cloud of censure, and the disapprobation of his hitherto confiding sovereign.

About this time cotton was introduced into Louisiana, but was cultivated in small quantities.

Notwithstanding the military reverses of Louisiana, the settlements had extended along the lower Mississippi, and population and wealth increased. The tropical fruits, and varieties of the potato, had been introduced—the last affording sustenance to the colonists, and the former supplying them with luxuries, while they also adorned their homes with perennial verdure, unknown in less genial climes.

For ten years Louisiana remained free from Indian hostilities; but in 1752, the English had introduced vast quantities of British goods and commodities of English trade among the Choctaws and Chickasaws, within the territory claimed by France, and had established trading posts, and protected them by regular fortifications, built by the Indians under the instructions of the British traders. These traders omitted no opportunity of rendering the Indians hostile to the French, and endeavoring to unite all the tribes against the latter. To protect the south against the Chickasaws, Vaudreuil determined to invade the heart of the country with a large force, amounting to seven hundred regulars and militia, and a large body of Choctaws, and other Indian allies, from the borders of the Tombigby and Alabama rivers. With this army, having repaired Fort Tombigby, the Governor proceeded by the same route which Bienville had pursued in his first expedition, in 1736, into the Chickasaw country.

Having no artillery, and not being able to draw the Chickasaws out of their fortifications, Vaudreuil contented himself with ravaging their fields, and burning their corn and deserted villages. This done, he established a strong garrison at Fort Tombigby, and returned to New-Orleans. About this period the population of the French colony received a fresh accession in a large number of poor, but virtuous girls, transported from France at the royal expense, and endowed by royal bounty with a small tract of land—a cow and calf—a cock and five hens—a gun and ammunition—an axe and hoe, and a supply of garden seeds. Each of these girls, with her dower, was given by Vaudreuil in marriage to some one of the soldiers, who had received an honorable discharge. This importation continued annually till the year 1751; and from this source have sprung many worthy families in Louisiana, and, doubtless, in Mississippi too.*

In 1755, the war between France and England had reduced the French king to the necessity of forming a treaty, by which the latter ceded to England all that portion of Louisiana lying east of the Mississippi River, except the island of New-Orleans. In 1763, France, by a secret treaty, ceded to Spain all that portion of Louisiana lying west of the Mississippi River, and the island of New-Orleans, lying east of that river, south of bayou Manchac, and the port and river Mobile. The established boundary between Great Britain's and France's possessions acquired by Spain, was the middle line of the Mississippi River down to the Manchac; thence along said bayou and Amite River to Lake Maurepas; thence through Maurepas, Pontchartrain and Borgue, to the sea.

In the meantime Spain had ceded to England all Florida, then embracing all the coast east of Perdido River, and bay, to the St. Mary's River, on the Atlantic coast.

In 1763, Florida was divided, by the English king's decree, into East and West Florida. By this decree, West Florida embraced the country east of the Mississippi River, and north of bayou Iberville up to the 31st parallel of north latitude, and eastwardly to the Chattahoochy River.

But in 1732, in order to obtain a footing westward to the Mississippi, and north from the Gulf of Mexico, George II. had planned a colony, under Gen. James Oglethorpe, to be called the Province of Georgia—to embrace the unoccupied country south and west of the Atlantic, to the Mississippi River. In 1733, an English colony was planted at Savannah, with the view of carrying out this design. This was the origin of the present State of Georgia.

As by the decree of the king, the 31st degree of north latitude had been established as the boundary of West Florida, of course all of the country north of that line and east of the Mississippi, would, under Oglethorpe's charter, belong to the colony of Georgia.

It is stated by Monette, that the Court of St. James, having learned

* A similar importation was made into Virginia, while a colony, and the girls were sold auction for tobacco which seems at that early period to have been considered a *quid pro quo*.

that by fixing the 31st degree of north latitude as the boundary of Florida, they had left out important settlements on the east side of the Mississippi River, and north of that line, issued a second decree, extending the northern boundary of West Florida as far as the mouth of the Yazoo River. But it appears from better authority,* that there was only a commission issued, authorizing the Governor of West Florida to make this extension, without any evidence that it was ever done by any formal declaration.

As long as both Florida and Georgia belonged to Great Britain, this uncertainty of boundary could not be of any practical importance, or give rise to any conflict of jurisdiction; but after the revolt of the American colonies, including Georgia, the actual boundary of West Florida on the north became of great importance to individuals, who had received grants of land north of the 31st degree, from the Governor of West Florida, who had no right to make such grants beyond the limits of West Florida. By the articles of cession from Georgia to the United States, and by the action of a Board of Commissioners established by Congress, many of these grants have been saved, or confirmed; but on the other hand, many have been lost for want of such confirmation by the government of the United States, and for other reasons.†

This uncertainty of boundary also led, at a future period, to misunderstandings between the United States and Spain, as will be hereafter explained in this narrative.

ART. VI.—FESTUS.‡

“There are more things in heaven and earth, Horatio,
Than are dreamt of in thy philosophy.”

This is the title of one of the longest and most extraordinary poems of the age. It is the outpourings of the genius of a young English barrister, who, it may be safely predicted, will, before long, be exalted to the dignity of the wool-sack, if his legal are at all equal to his poetic abilities. He does not inform us why he has adopted the Biblical name of *Festus*, but if we are at liberty to hazard a conjecture, we think it not improbable that he may have wished to invest his work with additional glory, by assuming the name of that Roman Governor of Judea, who told Paul that “much learning had made him mad.” As one whose inspiration was but little less than divine has said, that the lover, the lunatic, and the poet, are, of imagination, all compact, we might with some propriety include our author in that category, and place him at least one degree below the inspired

* See 12 Wheaton, 527.

† See 9 Wheaton, 676; 12 Wheaton, 527; and 13 Smedes & Marshall's (Mississippi Reports, 168.

‡ *Festus*—a Poem by Phillip James Bailey, Barrister at Law. Boston: Benjamin B. Mussey & Co. 1849.

apostle, who proclaimed those words of truth and *soberness* which seem such madness and folly to the wise men of this world.

As we place a high estimate upon this work, it seems to us to be the duty of the critic to write as freely in condemning its faults, as in lauding its merits. If a work purports to teach a new code of morals, or to inculcate a new system of religion, we would feel culpable in neglecting to scrutinize it, in order to detect any variation from that scheme which was planned by Him who spake as never man spake, and whose Word contains all that is necessary for man to know for his temporal and eternal welfare.

He spake inspired:
Night and day, thought came unhelped, undesired,
Like blood to his heart. The course of study he
Went through was of the soul-rack. The degree
He took was high: it was wise wretchedness.
He suffered perfectly.
God was with him, and bade old Time, to the youth,
Unclench his heart, and teach the book of ages.

Now, such expressions as these do not come with a good grace from the lips of a young man whose fortune is ample, and whose experience could not have been of so severe a character, as to have warranted the adoption of sentiments which must have been felt in all their intensity by him alone, who suffered for the sins of the whole world. Even if Milton, after a long life of painful preparation by prayer, and patience, and temperance, and by the habitual contemplation of heavenly things, had given utterance to such language, we would have deemed him presumptuous, if not blasphemous. See the difference between self-complacency and that proud humility, which was as becoming to his saintly spirit as the mantle of the prophet Elijah laid on by the divine hands.

And chiefly thou, O Spirit, that dost prefer
Before all temples the upright heart and pure,
Instruct me, for thou knowest; thou from the first
Wast present, and with mighty wings outspread,
Dove-like sat'st brooding o'er the vast abyss,
And mad'st it pregnant. What in me is dark,
Illumine. What is low, raise and support;
That to the height of this great argument,
I may assert eternal Providence,
And vindicate the ways of God to men.

This comparison is not made with a view to disparage—for we believe that Byron would have been proud to be the author of 'Festus' at any period of his life, and that even Milton himself would not have been ashamed of it in his youth. It is unquestionably a greater production than the "L'Allegro" and the "Penseroso," as exquisite as they are; or even the "Comus," with its solemn grandeur and its heavenly purity. It would be absurd to institute any comparison between it and the "Hours of Idleness," or the works of any other modern writer who had scarcely attained his majority—Pope and Chatterton not excepted. The plan of the poem is evidently mo-

delled after the world-renowned "Faust" of the illustrious Goëthe; and it would be difficult to decide which of them deserves the highest praise. Dr. Johnson has said, that the "Paradise Lost" is not the greatest of heroic poems, only "because it is not the first." If we judge by this standard, "the greatest German man," as Carlyle calls him, is entitled to the precedence; but if we consider the difference between their respective ages—that one is the work of mature years, and the other the offspring of early manhood, the English barrister may obtain a loftier niche in the temple of fame, where both are secure of immortality, as long as the world continues to appreciate the master-pieces of that art which has been called divine.

It is not our purpose at present to enter into a very profound criticism of the work. Had we the capacity to do it justice, it would be too great an expenditure of time. We would be trespassing too much on the patience of our readers to do more than to detach a few scenes which are but common specimens of the gems that stud the entire work. In our author's words—

'Twere less toil
To build Colossus, than to hew a hill
Into a statue.

The poem having obtained extraordinary popularity in England, and an eighth edition being called for, the author has thought proper to prefix a "Proem" in order to explain—"revising not reversing"—certain passages that were deemed heretical. He says that—

Its heresies,
If such they be, are charitable ones;
For they who read not in the blest belief
That all souls may be saved, read to no end.
We were made to be saved.

We have heard of amiable weaknesses, but cannot consider a *charitable heresy* to be worthy to be placed in the same category. If religion is of any importance at all, it must be all-important; consequently a heresy must be fatal, and therefore *un-charitable*. There may be a physician, and there may be physick, but unless the patient takes it, he cannot expect to be cured. The spirit in which a poet should undertake his work, is truthfully and poetically expressed; but it is only an amplification of Horace's precept, that poems should not only be beautiful, but *sweet*:

'Tis not enough to draw forms fair and lively,
Their conduct likewise must be beautiful:
A hearty holiness must crown the work
As a gold cross the minster dome, and show
Like that inattonement of divinity,
That the whole building doth belong to God.

So much for the Proem, which may be compared to the portico of a magnificent edifice, supported by fluted columns wreathed with garlands. The force of imagination which is displayed throughout

the entire work, is truly marvellous. As an example of the creative and plastic power of genius to give to "airy nothing a local habitation and a name," we will select a mountain scene between Festus and Lucifer:—

FESTUS.

Air! And thou, wind!

Which art the unseen similitude of God
The Spirit, His most meet and mightiest sign,
The earth with all her steadfastness and strength,
Sustaining all, and bound about with chains
Of mountains, as is life with mercies, ranging round
With all her sister-orbs, the whole of Heaven
Is not so like the unlikenable One
As thou. Ocean is less divine than thee;
For although all but limitless, it is yet
Visible, many a land not visiting.
But thou art love-like, every where; o'er earth,
O'er ocean triumphing, and aye, with clouds,
That like the ghost of ocean's billows roll,
Decking or darkening Heaven. The sun's light
Floweth and ebbeth daily like the tides;
The moons doth grow or lessen, night by night;
The stirless stars shine forth by fits and hide,
And our companion comets come and go;—
And all are known, their laws and liberties.
But no man can foresee thy coming, none
Reason against thy going—thou art free,
The type impalpable of Spirit, thou.
Thunder is but a momentary thing,
Like a world's death-rattle, and is like death;
And lightning, like the blaze of sin, can blind
Only and slay. But what are these to thee
In thine all-present variousness? Now,
So light as not to wake the snowiest down
Upon the dove's breast, winning her bright way,
Calm and sublime, as grace unto the soul,
Towards her native grove; now strong and stern
As ordnance, overturning tree and tower;
Cooling the white brows of the peaks of fire—
Turning the sea's broad furrow like a plough—
Fanning the fruitening plains, breathing the sweets
Of meadows, wandering o'er blinding snows,
And sands like seabeds, and the streets of cities,
Where men as garnered grain lie heaped together;
Freshening the cheeks, and mingling oft the locks
Of youth and beauty 'neath star-speaking eve;
Swelling the pride of canvass, or, in wrath,
Scattering the fleets of nations, like dead leaves;
In all the same o'ermastering sightless force,
Bowing the highest things of earth to earth,
And lifting up the dust into the stars;
Fate-like, compounding reason, and like God's
Spirit, conferring life upon the world—
Midst all corruption, incorruptible;
Monarch of all the elements! Hast thou
No soft Eolian sylph, with sightless wing,
To spare a mortal for an hour?

LUCIFER.

Peace, peace!

But we anticipate. The poem opens with a scene in Heaven, in which the principal actors are God, Cherubim and Seraphim, Lucifer, the Holy Ghost, Saints, Guardian Angels, and the Son of God. The subordinate characters are, Thrones, Dominations, Powers, Principalities, Virtues, &c., &c., who are represented as impersonating individuals. And here we cannot but express our disapprobation of the introduction of the Deity into the drama. Poets in all ages have attempted to put suitable language into the mouth of the Deity; but, in order to do the subject justice, He should appear precisely as He is described in the Scriptures, otherwise the poet should prove his own inspiration, and show by what authority he undertakes to fathom the councils of Divine Wisdom. If our poets were competent to this undertaking, the great Heathen and the great Christian bards were the men. And yet, it seems to us that both of them have signally failed. "It is Homer's thunder—not Jove's;" and many have thought that *Satan* was the real hero of Milton's great Epic. God is represented as surrounded by the celestial hierarchy, who prostrate themselves at his footstool, and offer up the incense of praise and adoration. Festus is a young man, who, in search of happiness, takes Lucifer as his spiritual guide, by whom he is conducted through the various scenes of this world, and the infinities of space, even to the throne of the Eternal. As a matter of course, our hero gets into many love-scrapes with charming young ladies; and, as is usually the case, becomes considerably damaged by their unhappy denouement. His first charmer is *Clara*, who endeavors to settle his gloomy doubts, and to soothe his troubled heart; but all in vain. Their interview, we think, might have been more agreeable, if he had been more human; but the divine spark which is pent up in the bosom of the lovers, must have vent;—he must go up like a rocket, though it be his unhappy fate to come down like its stick. Festus, who is as deeply enamored of death and immortality as of his lady love, after enveloping himself in a cloud of metaphysics, of which neither of them have any distinct idea, expresses a wish to inhabit a *star* alone with Clara; but concludes by saying, that he could do as well without as with it. We will give the conclusion of a love scene, which is exceedingly beautiful:—

CLARA.

I'll not wish then for stars; but I could love
Some peaceful spot where we might dwell unknown—
Where home-born joys might nestle round our hearts,
As swallows round our roofs, and blend their sweets,
Like dewy-tangled flowerets, in one bed.

FESTUS.

The sweetest joy, the wildest woe, is love;
The taint of earth—the odor of the skies,
Is in it. Would that I were aught but man!
The death of brutes—the immortality
Of fiend or angel better seems, than all
The doubtful prospects of our painted dust.
And all morality can teach is—Bear;—
And all religion can inspire is—Hope!

CLARA.

It is enough. Fruition of the fruit
 Of the great tree of life, is not for earth.
 Stars are its fruit, its lightest leaf is life.
 The heart hath many sorrows beside love,
 Yea, many as the veins which visit it.
 The love of aught on earth is not its chief,
 Nor ought to be. Inclusive of them all,
 There is one main sorrow—*LIFE*; for what
 Can spirit, severed from the great one, God,
 Feel but a longing to rejoin
 Its infinite, its author, and its end?
 And yet is life a thing to be beloved,
 And honored holily, and bravely borne.
 A man's life may be all ease, and his death,
 By some dark chance, unthought-of agony;—
 Or life may be all suffering and deacease—
 A flower-like sleep; or both be full of woe,
 Or each comparatively painless. Blame
 Not God for inequalities like these!
 They may be justified. How canst thou know?
 They may be only seeming. Canst thou judge?
 They may be done away with utterly
 By loving, fearing, knowing God the Truth.
 In all distress of spirit, grief of heart,
 Bodily agony, or mental woe,
 Rebuffs and vain assumptions of the world,
 Or the poor spite of weak and wicked souls,
 Think thou on God! Think what he underwent,
 And did for us as man. Weigh thou thy cross
 With Christ's, and judge which were the heavier.
 Joy even in thine anguish!—Such was His,
 But measurelessly more. Thy suffering
 Assimilateth thee to Him. Rejoice!
 Think upon what thou shalt be! Think on God!
 Then ask thyself—what is the world and all
 Its mountainous inequalities. Ah, what!
 Are not all equal as dust atoms?

FESTUS.

My soul's orb darkens as a sudden star,
 Which, having for a time exhausted earth,
 And half the Heavens, of wonder, mortally
 Passes forever, not eclipsed, consumed;—
 All but a cloudy vapor darkening there
 The very spot in space it once illumed.
 Once to myself, I seemed a mount of light,
 But now a pit of night. No more of this!
 Here have I lain all day in this green nook,
 Shaded by larch and hornbeam, ash and yew;—
 A living well and runnel at my feet,
 And wild-flowers dancing to some delicate air;
 An urn-topped column, and its ivy wreath,
 Skirting my eye, as thus I lie, and look
 Upon the blue, unchanging, sacred skies:
 And thou, too, gentle Clara, by my side
 With lightsome brow and beaming eye, and bright,
 Long, glorious locks, which drop upon thy cheek,
 Like gold-hued cloud-flakes on the rosy morn.
 Oh! when the heart is full of sweets to overflowing,
 And ringing to the music of its love,

Who, but an angel or an hypocrite,
Could think or speak of happier states ?

CLARA.

Farewell !

Remember what thou saidst about the stars. [*Goes.*]

FESTUS.

Oh ! why was woman made so fair ! or man
So weak as to see that more than one has beauty ?
It is impossible to love but one,
And yet I dare not love thee as I could ;
For all that the heart most longs for and deserves,
Passes the soonest and most utterly—
The moral of the world's great fable—life ;
All we enjoy seems given to deceive ;
Or may be, undeceive us ; who cares which ?
And when the sum is done, and we have proved it,
Why work it over and over still again ?
I am not what I would be. Hear me, God !
And speak to me in thine invisible likeness,
The wind, as once of yore. Let me be pure !
Oh ! I wish I was a pure child again,
As ere the clear could trouble me ; when life
Was sweet and calm as is a sister's kiss ;
And not the wild and whirlwind touch of passion,
Which, though it hardly light upon the lip,
With breathless swiftness sucks the soul out of sight ;
So that we lose it and all thought of it.
What is this life wherein thou hast founded me,
But a bright wheel which burns itself away,
Benighting even night with its grim limbs,
When it hath done, and fainted into darkness ?
Flesh is but fiction, and it flies away ;
The gaunt and ghastly thing we bear about us,
And which we hate and fear to look upon,
Is truth, in death's dark likeness limned.

The next charmer to whom Festus pays his addresses, is *Angela*, a lovely spiritual young lady, with whom he has strong sympathies when he is in the sympathetic mood. The scene is laid in "another and a better world," where he has been conducted by Lucifer, who discourses eloquently on the mystery of life and death. Angela expresses her deep regret that he must again return to this false world, where he will soon forget her. He enters his solemn protest against the possibility of such an event.

FESTUS.

When I forget that the stars shine in air—
When I forget that beauty is in stars—
When I forget that love with beauty is—
Will I forget thee : till then, all things else.
Thy love to me was perfect from the first,
Even as the rainbow in its native skies :
It did not grow, let meaner things mature.

ANGELA.

The rainbow lies in heaven and not on earth ;
But love can never die ; from world to world,
Up the high wheel of heaven, it lives for aye.

Remember that I wait thee, hoping, here.
Life is the brief disunion of that nature,
Which hath been one and same in heaven ere now,
And shall be yet again, renewed by Death.
Come to me when thou diest.

FESTUS.

I will—I will.

ANGELA.

Then in each other's arms, we will waft through space,
Spirit in spirit, one! or we will dwell
Among these immortal groves; or watch new worlds,
As, like the great thoughts of a maker-mind,
They are rounded out of chaos; and we will
Be oft on earth with those we love, and help them;
For God hath made it lawful for good souls
To make souls good, and saints to help the saintly;—
That thou right soon mayst fold unto thy heart
The blissful consciousness of separate
Oneness with God, in Him in whom alone
The saved are deathless, shall become for thee,
My earliest, earnest, and most constant prayer.
Oh! what is dear to creatures of the earth?
Life, love, light, liberty! But dearer far
Than all, and oh! an universe more divine—
The gift which God endows his chosen with,
Of his own uncreated glory. His,
Before all worlds, all ages, and reserved
Till after all, for those he loves and saves.
As when the eye first views some Andean chain
Of shadowy rolling mountains, based on air,
Height upon height, aspiring to the last
Even to Heaven, in sunny snow-sheen, up
Stretching like angel's pinions, nor can tell
Which be the loftiest nor the loveliest;
As when an army, walking with the sun,
Starts to its feet all hope, spear after spear,
And line on line, reundulating light,
While night's dull watchfires reek themselves away;
So feels the spirit when it first receives
The bright and mountainous mysteries of God,
Containing Heaven, moving themselves towards us
In their free greatness, as by ships at sea,
Come icebergs, pure and pointed as a star
Afar off glittering, of invisible
Depth, and dissolving in the light above.

The next scrape in which our hero is involved, is with *Helen*, at a large party where there is great feasting and merriment. Ladies! we warn you to beware of young gentlemen who make love when the heart is inflamed and the tongue is prodigal of vows under the potent influence of *wine*.

FESTUS.

Then sit we, love, and sip with me,
And I will teach thyself to thee:
Thy nature is so pure and fine,
'Tis most like wine;
Thy blood, which blushes through each vein,
Rosy champagne;

And the fair skin which o'er it grows,
 Bright as its snows.
 Thy wit, which thou dost work so well,
 Is like cool Moselle;
 Like Madeira, bright and warm,
 Is thy smile's charm.
 Claret's glory hath thine eye,
 Or mine must lie;
 But nought can, like thy lips, possess
 Deliciousness.
 And now that thou'rt divinely merry,
 I'll kiss and call thee sparkling Sherry.

HELEN.

I sometimes dream that thou wilt leave me
 Without thy love, even me, lonely;
 And oft I think, though oft it grieves me,
 That I am not thy one love only:
 But I shall always love thee till
 This heart, like earth in death, stand still.

But we must draw our article to a close. Had we sufficient space, it would afford us much pleasure to furnish other extracts and make further comments upon them. The few that we have made, however, we trust are sufficient to give the reader some idea of the power of the author to convert the most ordinary topics into scenes and pictures of surpassing beauty. The main fault that we find with the poem is the want of unity of design, which is indispensable in the plan of a great dramatic or epic poem. It is full of episodes which divert the attention from the main plot—if indeed it can be said to have any plot at all. Both his philosophy and his religion are of an unsettled and vague character, such as might be expected in a young man of aspiring genius and inordinate ambition. Yet we do not consider it irreligious—for it bears the mark of sincerity—but of that kind of sincerity which is often the fruit of skepticism. We do not hesitate to recommend the work to all who are curious to see the workings and cravings of the human heart, laid bare by a masterhand. All who are earnest and honest in learning the truth, will conclude with Festus, that happiness is not to be found in worshipping idols of our imagination, but in obeying God, who alone is truth, and in serving him in whom there is great reward. We will give but one more selection, which is in the form of a prayer, and comprehends his religious and political opinions, in which we think that all good republicans and good Christians will unite with a hearty Amen!

FESTUS.

Grant us, O God! that in thy holy love
 The universal people of the world
 May grow more great and happy every day;
 Mightier, wiser, humbler too, towards Thee:
 And that all ranks, all classes, callings, states
 Of life, so far as such seem right to Thee,
 May mingle into one, like sister trees,
 And so in one stem flourish—that all laws

And powers of government be based and used
 In good, and for the people's sake ;—that each
 May feel himself of consequence to all,
 And act as though all saw him ;—that the whole,
 The mass of every nation, may so do
 As is most worthy of the next to God ;
 For a whole people's souls, each one worth more
 Than a mere world of matter, make combined
 A something godlike—something like to Thee.
 We pray Thee for the welfare of all men.
 Let monarchs who love truth and freedom feel
 The happiness of safety and respect
 From those they rule, and guardianship from Thee.
 Let them remember they are set on thrones—
 As representatives, not substitutes
 Of nations, to implead with God and man.
 Let tyrants who hate truth, or fear the free,
 Know that to rule in slavery and error,
 For the mere ends of personal pomp and power,
 Is such a sin that doth deserve a Hell
 To itself sole. Let both remember, Lord !
 They are but things like-natured with all nations ;
 That mountains issue out of plains, and not
 Plains out of mountains, and so likewise kings
 Are of the people, not the people of kings.

We entreat Thee, Lord !

For Thy Son's sake, to take away reproach
 Of all kinds from Thy Church, and all temptation
 Of pomp or power political, that none
 May err in the end for which they were appointed
 To any of its orders, low or high ;
 And no ambition of a worldly cast,
 Leaven the love of souls unto whose care
 They feel propelled by Thy most holy Spirit.
 Be every Church established, Lord, in truth.
 Let all who preach the word, live by the word,
 In moderate estate ; and in Thy Church—
 One, universal and invisible
 World-wards, yet manifest unto itself ;
 May it seem good, dear Saviour, in Thy sight,
 That orders be distinguished not by wealth,
 But piety and power of teaching souls.
 Equalize labor, Lord ! and recompense ;
 Let not a hundred humble pastors starve,
 In this, or any land of Christendom,
 While one or two, impalaced, mitred, throned,
 And banqueted, burlesque, if not blaspheme
 The holy penury of the Son of God.

If policy, or self-defence call forth
 Our forces to the field, let us in Thee
 Place first our trust, and in Thy name
 We shall o'ercome, for we'll only wage the right.
 Let us not conquer nations for ourselves,
 But for Thee, Lord ! who hast predestined us
 To fight the battles of the future now,
 And to have done with war before Thou comest.
 Till then, Lord God of armies, let our foes
 Have their swords broken, and their cannon burst,
 And their strong cities levelled ; and while we
 War faithfully and righteously, improve,

Civilize, christianize the lands we win
 From savage or from nature. Thou, O God,
 Wilt aid and hallow conquest, as of old,
 Thine own immediate nations. But we pray
 That all mankind may make one brotherhood,
 And love and serve each other; that all wars
 And feuds die out of nations, whether those
 Whom the sun's hot light darkens, or ourselves,
 Whom he treats fairly, or the northern tribes,
 Whom ceaseless snows and starry winters blench,
 Savage or civilized—let every race,
 Red, black, or white, olive or tawny-skinned,
 Settle in peace, and swell the gathering hosts
 Of the great Prince of Peace!

* * * * *

ART. VII.—THE DESTINY OF NEW-ORLEANS.*

THE annual visitor to the commercial metropolis of Louisiana, who beholds the rapid extension of her limits and the filling up of her vacant squares, formed not many years since from the broad cane-fields of a sugar plantation, unites in the complacent feeling of her citizens, that their city is to become one of the largest marts for the products of human labor in the world. But he who does not read the future altogether from the lights reflected by the past; who takes some just account of the new element at work in shaping the destiny of cities and states as well as men, will ponder before he gives his assent to the flattering prediction. Nature, in the great revelation of moral and physical principles she is making to man, shows herself no longer the partial stepmother, bestowing her favors only on a favored few. In the conquest which she is giving to human intellect over matter, she opens to man's free use her broad valleys and rich mountains, and bids him to work out his own destiny and shape them to his purposes by the magic powers of science with which she is clothing him. Her magnificent rivers, she now tells him, were furrowed out for her own economy, and not merely for the use of man, to whom she has given the power of making his pathways—as capacious for his use as her own streams—over mountain and valley, in whatever direction his interest or convenience may direct them. She is placing all her children, throughout her broad domains, on an equality of privileges, by bestowing on all a power that will overcome all natural physical obstacles; and leaving the contest for privilege and superiority to be decided by the powers of the intellect, and the prize of success only to those who labor for it, and are worthy of the triumph.

As every acre of land bordering on our old "Father of Waters" and its tributaries, below the mouth of the Ohio, is to be affected by the destiny of New-Orleans, we deem it "our duty as well as right," to mount our editorial horoscope, and endeavor to discover what star in the zodiac is to govern the fortunes of our commercial capital.

New-Orleans is the *entrepot* of the most magnificent valley of the earth. If none of the modern improvements of transportation and intercommunication had been discovered, the main artery of our continent, with its tributaries, would have drawn the commerce, as it drains the waters, from

* From the Concordia Intelligencer, a paper which utters the most wholesome truths, and is deserving the widest patronage.—[ED.]

every recess of this vast valley, into the golden crescent of that favored city. But in this age, and for all future time, commerce is enfranchised from following the current of rivers, and now opens to itself its own channels. That moral and intellectual power that creates trade, excavates highways for it through the most stubborn and loftiest barriers of nature. The genius of an energetic people now shapes its own destiny. The capacity and economy of rail-roads for the transportation of heavy burthens has never yet been conceived, or, at least, not tested. Recent experiments have developed facts that astonish us. When we see a single locomotive, directed and attended by only three men, consuming not one hundredth part of the fuel required for a steamer, careering over a road at a speed of 20 miles an hour, bearing in its train 500 tons of coal,—a cargo for a ship,—we are led to ask ourselves, What are the value and advantages of what have been called "Nature's Highways?" If 500 tons is now an extraordinary burthen for a locomotive, as it was, a few years ago, for one of our steamers, a thousand tons will, in a few years, be no uncommon train for a locomotive, as it is a common cargo now for our largest boats.

Unfortunately for New-Orleans, she is lacking in the right kind of public spirit,—in that unity of feeling necessary to make her population one people. Still worse: the men who create and direct her commerce are strangers, who have no permanent stake in her future destiny. In most instances they are there to inhabit her dwellings for a few years, to gather the means of building up and gracing old homes, to which they carry their wealth. Capital does not accumulate, because its resources are drained by a ruinous absenteeism; and the spirit of trade and enterprise, that, in more permanent communities, looks abroad and identifies itself with the future growth and permanent interest of the community, and becomes enlightened public spirit, degenerates, in a community congregated for the mere purposes of trade for a few years, into a narrow and ruinous selfishness, under whose spirit no city can long prosper in an age in which it has to compete with nobler motives and more enlightened views.

It may be asked, Has not New-Orleans her permanent population, and is she not increasing in wealth? Yes. Certainly, the estimated taxable value of her wealth has largely increased; but it is in the assumed valuation of her houses and lots which depend on the breath of her trade for their value, as much as the bank note does of the specie it represents. As one departs, the other falls; they possess no intrinsic exchangeable value. And this property is exchangeable value. And this property is exclusively held by the permanent population; and unfortunately it is all they hold, and it is too much in large masses. How seldom do the habits and spirit which proprietorship engenders, rise above itself, there, and mark out and carry forward the great improvements that change the course of the trade of the country? The landlords of New-Orleans can lay out streets, build banquets and dig drains, for those improvements increase the rent roll; but larger enterprises are wild schemes, and entail exorbitant taxes, and are delayed and avoided. To keep pace with the age, a community must ally itself permanently with the young and vigorous **SPRIT OF TRADE**, which reduces often the wildest schemes to sober realities.

We have been led into these reflections and a series of inquiries, by observing that the merchants of Lake Providence, Vicksburg, and Natchez, have begun to receive a portion of their goods from the East by the Northern Route,—through the canals and over the railroads of Pennsylvania, Ohio and Illinois. If goods can be brought through these channels with greater expedition, cheaper and safer than by the way of the sea and New-Orleans, we suppose that our products may be sent thither, by the same channels, with the same advantages. These channels are

becoming more numerous annually, and the capacity of those already in existence for transportation is being daily enlarged. We are informed that a large portion of last year's products of Southern Ohio have gone forward to New-York through her canals and railways, and that the freight down the river this season, from above the falls, will be much less than in former years. Ohio flour has not been so plentiful in New-Orleans this year as formerly, and we have heard that New-Orleans appeared to have been forgotten, of late, on 'Change at Cincinnati, where daily at one o'clock are reported the operations in the New-York market up to twelve o'clock of the same day; and it was these reports, and not intelligence from New-Orleans, as formerly, that determined the prices in the Cincinnati market. The Ohio and Pennsylvania canals, during last summer, were gorged with freight going East. The new railway from Cincinnati to Sandusky has been unable to take a tithe of the freight offered to it, and a few months ago we were told by a gentleman connected with the road, that the company then had upwards of three hundred men engaged in building burthen cars, for the coming season's use. The Wabash and Erie Canal is stretching its line down the banks of the Wabash, and, as fast as it extends itself, it sweeps the whole products of the valley up the river, against its natural current, to the Eastern markets, by way of the Lakes. The Illinois Canal has already carried off the contents of the enormous granaries on the banks of the Illinois River, which till this season had no other outlet than the Mississippi River;—and the pork and beef of the same line will take the same route this spring. The Galena and Chicago railway, opened a short time ago, is gathering the lead of Galena and Dubuque and the whole products of the Northern section of the state, and directing them to the East, instead of their floating to the South on the broad current of the Mississippi,—Nature's grandest highway,—as heretofore; and as the Lakes are open as early as the upper portions of the river, we shall probably, hereafter, see little of the productions of Iowa and Wisconsin passing our door. Another rail-road has been surveyed to pass through the central portions of Illinois and Indiana, from St. Louis to Cincinnati, to swell the tide of direct commerce from the West to the Eastern cities. These are all projected by Eastern capital, which is never mistaken in its aim. *Tobacco*, along the shores of the lower Ohio and the Cumberland, has been sent forward to New-York by these routes. *Cotton* from Nashville and Memphis has found its way to all the interior factories of New-York and Pennsylvania by the same channels; 60,000 bales of cotton, we have been told by one well informed in the business, passed up the Ohio from the crop of 1847, and have been omitted in all the estimates of that crop. He estimates the quantity that will take the same destination, this year, at 100,000 bales. These new outlets not only carry elsewhere a vast amount of products that must have, in the natural course of events, flowed down the Mississippi; but they introduce into the same regions of the country from the Eastern markets, all the groceries and other goods which were purchased in, or at least, passed through New-Orleans. They are thus sapping the trade of our commercial capital on both sides.

But the designs upon the rich and boundless field of trade which New-Orleans has occupied fully in the past, and enjoys more fully in the prospective, end not with these projects. Maryland and Virginia are stretching two long arms into the valley of the Ohio, with the intention of each drawing a portion of its trade to herself. South Carolina has already insidiously extended her hand into the Tennessee valley, and will shortly snatch from New-Orleans all the trade of North Alabama and Tennessee. She is pushing the same grasping hand into the rich bottoms of the Cumberland, and has an eye on the fine fields of Kentucky and the shores of

the Ohio river. She aims to draw to herself the *tobacco* of Green River and the trade of the Ohio, by a road from Nashville to Louisville, and the *hemp* manufactures and the stock of the fertile counties around Lexington and Frankfort, by a branch road that shall intersect her trunk line.

That these schemes are not visionary with Charleston and are most dangerous to the prosperity of New-Orleans, will be shown by a few simple facts. The shortest and most expeditious route from the mouth of the Ohio River to Washington or any of the Eastern cities, will be, when the South Carolina road is completed, up the Tennessee River to Tusculumbia, thence to Charleston and Northward. Paducah, by this route, is less than four days travel from Washington. Trade usually follows the course of travel. Many months in the year, often four or five, the Cumberland is so low that it costs more to transport goods from Smithland to Nashville than would pay for their transportation from Charleston to Nashville, by railway;—and for five or six months in every year, all the rich products of Middle Tennessee and a portion of Kentucky on the Cumberland are embargoed now, but would find an egress over the Charleston rail-way. The bagging and rope, negro clothes and manufactures of every kind, produced in Kentucky and consumed in South Carolina, Georgia, Eastern Alabama and Florida, which now pass through New-Orleans, go over a rail-way to Charleston, and thence are distributed through those states by other rail-ways from Charleston. The *hemp* and *tobacco* of the interior counties would be likely to find their way to the New-York market by the same means of transportation, instead of being hauled over long roads to the Ohio to be sent by the way of New-Orleans. That city must relinquish forever the cotton and produce trade from above the shoals of the Tennessee; and, anon, the pleasant and profitable intercourse which it has securely held, from the period of the first settlement on Tennessee with the lovely and fertile districts around Huntsville, Tusculumbia and Florence, will cease; the shores below those points present almost an unbroken wilderness, and that magnificent river will roll its current in silence and solitude as unbroken as before its shores were trodden by civilized man.

Returning on the line of her main trunk to the parallel of Montgomery, South Carolina has projected a branch westward through some of the finest districts of Alabama and Mississippi to Natchez, immediately opposite us. Even the river, she says, shall be no barrier to the extension of her road—and she has been for years talking to the planters in our neighborhood, and on Black, Ouachita and Red rivers, endeavoring to persuade them that her road would afford a shorter and cheaper route to the Atlantic for their products than that by the way of New-Orleans and the Capes of Florida. She has been for years looking forward to Texas and the Rio Grande, and, perhaps, is now extending her aims to California. Her views may be deemed presumptuous, but if she continues to pursue the even tenor of her way with the silent energy and persevering industry that she has displayed for the last five years, she will encircle the Crescent City in her toils, so adroitly and secretly laid, that it may be difficult for her victim to escape. The progress of the internal improvements of Georgia and South Carolina, for the last eight years, amid obstacles and embarrassments that have arrested the works of almost all other Southern and Western states, illustrates the power of a few sagacious and adventurous minds, to call forth and direct the energies of a people. Three men like the Haynes and Gadsdens of South Carolina, would turn the wilderness and swamps of Louisiana into blooming gardens, and raise New-Orleans to a rivalry with New-York in greatness and wealth.

Mobile is waking up from the sleep of years, and endeavoring to enter as a competitor into fields of enterprise to which New-Orleans may assert

a claim of right from the liberality of nature. She has projected a Railway that shall intersect the South Carolina and Georgia Roads as they extend west, with the design of carrying her main trunk to the mouth of the Ohio, and thence opening a channel of commerce to her own port, that shall draw trade from the shores of the Mississippi. The stock has been taken in a mode that shows her citizens have engaged with spirit and earnestness in the enterprise. A very large amount of stock has already been subscribed, not in large sums by wealthy capitalists, for speculative purposes, but nearly every citizen,—including her mechanics and laborers,—has taken his portion, and looks for his dividends in the increased prosperity and employment that the road will bring to himself individually, by the general improvement of the trade of the city.

With all these taps draining the sources of her growth and prosperity, it is incumbent on the citizens of New-Orleans, interested in her permanent welfare, to do all in their power to counteract these diversions of her trade. Instead of throwing the great burthens of her government upon her commerce, like the farmer who exhausts the fertility of and ruins his fields by the attempt to produce a few extraordinary crops, New-Orleans should relieve her trade and merchants from every tax and burthen she can take from them, at the same time that she grants to them every facility that her enviable position enables her to confer. As rapidly as she reduces the necessary and unavoidable expenses of her merchants, competition, which is now every where so rife, will lessen in the same *ratio* with their charges upon the commodities that pass through their hands. Her magnificent levee, spacious enough to accommodate the commerce of the whole valley, should be covered with warehouse-sheds, where could be received and stored the vast amount of products brought to it by steamboats and flatboats, on which a slight charge for storage and warehousing, like the charges in the Docks at Liverpool, not amounting to one-third the sums which we understand have now to be paid to individuals in New-Orleans for storage, would yield a revenue which would, in a few years, pay the entire public expenses of the city.

But it is complacently said by many of her citizens, that New-Orleans can never be robbed of the large commerce derived from the cotton and sugar regions dependent upon her, which, under all circumstances, will be sufficient to make her a city of the first class in the commercial world. But these gentlemen can scarcely be conscious how little of the activity and bustle of her streets is occasioned by the cotton trade. From its nature it is capable of great concentration, and becomes almost a monopoly in the hands of a few. By systematizing the business a little farther, two or three large houses, with proper organization, could do the whole cotton business of New-Orleans. It maintains a few quiet and retired counting-rooms, where a few respectable gentlemen drive quills over well glazed letter sheets and ledgers, but it is doubtful whether these pay as much upon the rent roll of the city as the barbers and shoemakers. The magnificent cotton presses,—the storehouses of so much wealth, rise in solitary quarters, and remain in dull and lonely neighborhoods. They do not, like factories and foundries, create life and activity around them. A few hundred negroes do their whole labor, and their beneficial influence upon the growth of the city is scarcely felt beyond their own walls. Mobile has a cotton trade nearly one half as large as that of New-Orleans, and is still increasing. Yet small as she is compared with her sister city, she is falling to decay, and her streets are becoming grass-grown and solitary, and as a last death-struggle for her commercial existence, she is making a desperate effort to secure a trade which New-Orleans can command by the most magnificent channel of nature's own digging, and which she is

supinely relinquishing to others. Savannah and Charleston have had their cotton trade, which has never left them, yet they sunk into insignificance till they were aroused to a manly effort to draw to them a more profitable trade. The cotton trade, though large in amount, pays but a small percentage to those who are engaged only in its transportation. These are considerations which should commend themselves to the serious attention of the City Fathers of our Commercial Metropolis. They may arouse the belief that something more, on their part, than a quiet confidence in its incomparable natural advantages, is necessary to shape the *Destiny of New-Orleans* on the scale of unrivalled greatness to which her citizens fondly extend their idea of her future.

DEPARTMENT OF COMMERCE.

1.—DIRECT TRADE OF THE SOUTH WITH EUROPE.

George G. Henry, of Mobile, as chairman of a committee, lately read a paper upon this interesting subject, before the State's Rights Association of Alabama, and sends us a copy. We are delighted to keep this ball in motion, having, in our last number, shown that even New-Orleans could be aroused in regard to it. Witness the circular of Mr. Mure. We extract from Mr. Henry's report :

The cost of a steam propeller capable of carrying 3,000 bales of cotton, we can only approximate towards. A steam propeller of 1,400 tons has been built in New-York for \$160,000. In Glasgow, iron steam propellers, finished for 75 cabin and 75 steerage passengers, of 1,600 tons, have been proposed to be, and, perhaps, have been built, for £30,000, equal with exchange to \$145,000. The tonnage of 3,000 bales cotton, of 500 lbs., is 669 tons ; but as it requires about a 900 ton ship to stow the 669 tons of cotton, allowing for the weight of coal and engines, it might require a 1,400 ton propeller, or thereabouts, to transport the cotton. The cost will be vastly less than the side paddle steamer has been, and indeed we may say, since the employment in building them has become so extended, and the art of building them so generally understood, the expense of their construction has been and is daily diminishing. And in this is centred one of our great advantages. All the expenses of experiments, delays and disappointments, have been undergone by others, and we begin with all the experience which their many years of trial furnishes to us. The momentous reality that the ocean can be navigated by the aid of steam, successfully and safely, is no longer an experiment.

We now pass to the advantages which would accrue to us by their being built here, and they need merely to be enumerated. Alabama has exclusive control in the South of a resource of inestimable wealth—coal, which the building of these propellers would develop, and make Mobile the most important market for, south at all events. The capital that would be employed in this production, and the people it would furnish employment to, would be important elements of state wealth. And it must be remembered that this necessary for steam navigation, is a security to us against dangerous or extensive competition.

The furnishing the timber, pitch, &c., will be converting another natural production into an active element of wealth, which, to the calculating, will be appreciated as exceedingly valuable.

Besides which, it will afford constant employment to a great many skillful mechanics, and their assistants, to build them ; the number of persons employed in cutting and delivering the timber, pitch, &c., would be very great. The manning and officering them would be giving employment to our own men and boys ; and the profits of this investment would not only be divided amongst our own people, but all the profits attending those other pursuits would also be enriching our own citizens.

The business one propeller would do, allowing her 20 days to cross, and eight days to cleanse and load in port, would be to cross 13 times in the year.

At this rate, eight propellers would furnish a weekly line to the other side of the Atlantic. At 3,000 bales each, the eight would carry 156,000 bales over. Suppose we pause here, to examine the business of our port, and the profits of shipping. Our receipt of cotton is about 500,000 bales per annum. To take this off, 167 ships, of 1,500 bales capacity, making two trips a year, would be necessary. These ships, costing \$30,000 each, amount in value to \$5,000,000. It can be shown that ships pay 30 per cent. profit on the investment. If so, these ships clear annually, from the business of our port, \$1,500,000. Does any one ask how much Mobile or Alabama is interested in this investment, or what proportion of this profit goes to our citizens? It is a serious inquiry. Not one dollar do we own in this pursuit.

We pass now to the consideration of the inquiry contained in the last clause of the resolution: the facility, in connection with the building of the steamers, with which direct trade with Europe, upon an extended scale, could be conducted.

Powerful and profitable as are the results from the branches of the subject we have imperfectly examined, they are individual in their character, compared with the transcendent advantages the citizens of Alabama would derive from the stimulus to trade they would impart. Establish a line of steamers hence to Liverpool, Havre, Bremen, &c., and a stream of trade and travel would avail themselves of it, beyond the computation of the most enthusiastic. We base this opinion upon the present trade of the state, and the invariable result of regular aid and rapid communication to attract and develop commerce. We will submit some items of profit, and others of saving, which will be realized to the state if we embark on, and complete this system, and which, if it is tried, will be extended almost indefinitely. The sales of merchandise in Alabama in 1848, as per Comptroller's report, on which taxes were paid, were \$14,000,000. Proportionate to the imports of the United States, and our population, we would be buyers in Alabama of over \$6,000,000 of foreign goods; but as ours is not a manufacturing population, and as the general wealth of the state enables the people to buy more costly, and proportionally more extensively, than many of the other states, it is reasonable to assume, that of the amount of imported goods sold, of the \$14,000,000 referred to, \$8,000,000 at least were foreign.

We have before estimated that the profits realized by shipping, engaged in the trade of our port, were \$1,500,000. We begin our exhibit with this item, although we will not calculate our propellers will command so enormous dividends; yet if, from their constant and regular employment, carrying both ways, they can afford to reduce the average price of freight on cotton, which for the past ten years has been about five-eighths of a penny a pound; and by aying goods down for importers at a reduced rate, this will operate as a saving to the state; so we put down profits on shipping, \$1,500,000.

| | |
|--|--------------------|
| The saving of New-York jobbers' profits, and charges from New-York out, with merchants' expenses to and from New-York, would be 20 per cent. or more—this on \$8,000,000 would be..... | \$1,600,000 |
| Four months' interest on \$8,000,000 would be saved by importing the goods direct, and having them in the government warehouses until the eve of sale—this is..... | 213,333 |
| Twenty days' interest saved on \$24,000,000 for short passage of 400,000 bales of cotton..... | 80,000 |
| New-York importers' profits and commissions saved to our own importers and merchants, 10 per cent..... | 800,000 |
| One and a fourth per cent. commissions and incidental profits to our own collector, in the discharge of that amount of business through the custom-house..... | 100,000 |
| Profits of our share of insurance..... | 250,000 |
| State, county, and city taxes, on the increase of \$8,000,000 of business in Mobile..... | 80,000 |
| Making..... | \$4,623,333 |

per annum, either made or saved to the citizens of the state, and sufficient in its amount, through the operations of one year, to build some thirty steam pro-

pellers, sufficient to do the carrying of the port, with our present trade. Those figures are large, and it will be easy to say they are conjectural, but we invite to their examination those whose information on such subjects qualify them to correct any errors which may have escaped us. These estimates are only predicated on our present trade. If so, what would they reach were we to remain as we are in this particular, until the rail-road to the mouth of the Ohio, tapping the great West, the Selma and Tennessee, and the Mobile and Girard rail-roads, are all completed. Our receipts of cotton must then be not far from 900,000 bales, and numberless other staples and productions will be added to our supply—and the entire trade of the city will be probably quadrupled. Need any further argument be submitted to urge us to some united effort, to secure the rich returns made through this investment?

The inducements already submitted, we are persuaded, are sufficiently powerful—but we will simply add, that in preparing propellers for our present trade, we take a very important step towards securing a large share of that trade which will concentrate on the Gulf of Mexico—a trade which has never been equalled in the annals of history—enough for a hundred cities. The beautiful West Indies, of unparalleled fertility, form a magnificent chain, which, like a string of diamonds, glitter and cluster on its bosom. To court their trade will be to command it. Mexico is on it, and contiguous to us. The Oronoco, connected with the Amazon by the Rio Negro, has its northern embouchure in the Caribbean Sea, from whence the varied productions of Venezuela, and interior South America, will swell the tide of our commerce.

2.—ANNUAL STATISTICS OF NEW-ORLEANS.

We conclude the statistics of New-Orleans trade for last year, which have run through our numbers since October last, and for which we are indebted to the labors of our friend, Mr. Littlefield, of the Prices Current. We have regularly published these statistics in our volumes, running back for *fifteen years*, which must give the volumes great value with the mercantile community of our city and country. A few sets still remain on hand.

EXPORTS OF COTTON AND TOBACCO FROM NEW-ORLEANS.

| WHITHER EXPORTED. | COTTON. | | TOBACCO. | |
|----------------------------|---------------|-----------|------------|-----------|
| | 1849-'50. | 1848-'49. | 1849-'50. | 1848-'49. |
| Liverpool..... | bales. 378155 | 603455 | hhds. 6662 | 6120 |
| London..... | 1367 | 305 | 6723 | 5362 |
| Glasgow and Greenock..... | 10857 | 27533 | | |
| Cowes, Falmouth, &c..... | 3741 | 11237 | 3435 | 2535 |
| Cork, Belfast, &c..... | 3069 | 2488 | | |
| Havre..... | 112159 | 139910 | 718 | 6998 |
| Bordeaux..... | 1006 | 3424 | 579 | 1450 |
| Marseilles..... | 3618 | 11313 | 759 | 2192 |
| Nantz, Cete and Rouen..... | 630 | | | |
| Amsterdam..... | | | | |
| Rotterdam and Ghent..... | 579 | 2659 | 824 | |
| Bremen..... | 1801 | 12137 | 7719 | 4841 |
| Antwerp, &c..... | 11994 | 24338 | 2244 | 1077 |
| Hamburg..... | 112 | 5321 | 573 | 80 |
| Gottenburg..... | 5021 | 7303 | 1365 | 1041 |
| Spain and Gibraltar..... | 46296 | 42823 | 4726 | 5620 |
| Havana, Mexico, &c..... | 2292 | 16328 | | |
| Genoa, Trieste, &c..... | 36362 | 41614 | 5874 | 3845 |
| China..... | | | | |
| Other foreign ports..... | 6496 | 9304 | 1375 | 882 |
| New-York..... | 84891 | 67611 | 11305 | 7318 |
| Boston..... | 109089 | 111584 | 1169 | 1089 |
| Providence, R. I..... | | 360 | | |
| Philadelphia..... | 15616 | 18486 | 1291 | 1426 |
| Baltimore..... | 4017 | 4959 | 277 | 885 |
| Portsmouth..... | | | | |
| Other coastwise ports..... | 230 | 511 | 337 | 135 |
| Western States..... | | 2300 | | |
| Total..... | 838591 | 1167303 | 57955 | 52896 |

RECAPITULATION.

| | 1848-'50. | 1848-'49. | 1849-'55. | 1848-'49. |
|--------------------------------|-----------|-----------|-----------|-----------|
| Great Britain.....bales | 397189 | 645018 | 16820 | 14017 |
| France..... | 117413 | 154647 | 2056 | 10640 |
| North of Europe..... | 25198 | 61069 | 12795 | 7039 |
| South of Europe and China..... | 84950 | 100765 | 11975 | 10347 |
| Coastwise..... | 213843 | 205811 | 14379 | 10853 |
| Total..... | 838591 | 1167303 | 57955 | 52896 |

IMPORTS AT NEW-ORLEANS FROM 1ST SEPTEMBER TO 31ST AUGUST.

| ARTICLES. | 1848-'50. | 1848-'49. | ARTICLES. | 1848-'50. | 1848-'49. |
|---------------------------|-----------|-----------|-------------------------|-----------|-----------|
| Apples.....bbls | 37244 | 54987 | Iron, Pig.....tons | 20 | 413 |
| Bacon, ass'd. casks, &c. | 38336 | 32056 | Lard.....hhds | 215 | 790 |
| Bacon.....bbls and boxes | 28941 | 32156 | Lard.....tcs. & bbls | 228019 | 214362 |
| Bacon, Hams.....hhds | 19335 | 19831 | Lard.....kegs | 302366 | 275485 |
| Bacon, in bulk.....lbs | 209045 | 217000 | Lime, western.....bbls | 32060 | 10410 |
| Bagging.....pieces | 58321 | 72941 | Lead.....pigs | 415400 | 508557 |
| Bale Rope.....coils | 86104 | 93392 | Lead, bar.....kegs | 631 | 940 |
| Beans.....bbls | 9307 | 13157 | Lead, white.....kegs | 5979 | 7795 |
| Butter.....kegs | 51058 | 57979 | Molasses.....bbls | 189813 | 155807 |
| Butter.....bbls | 1772 | 2144 | Oats.....bbls & sks | 325795 | 266559 |
| Beeswax.....bbls | 367 | 481 | Onions.....bbls | 13024 | 6898 |
| Beef.....bbls and tierces | 65271 | 70590 | Oil, linseed.....bbls | 1098 | 1409 |
| Beef, dried.....lbs | 48219 | 20300 | Oil, castor.....bbls | 2091 | 2628 |
| Buffalo Robes.....packs | 358 | 23 | Oil, lard.....bbls | 14712 | 8842 |
| La. and Miss.....bales | 474411 | 811205 | Pickles.....kegs & bbls | 243 | 639 |
| Lake.....bales | 10909 | 15781 | Potatoes.....bbls | 166003 | 146116 |
| N. Ala. & Ten.....do | 249683 | 217078 | Pork.....tcs. & bbls | 543694 | 550643 |
| Arkansas.....do | 44890 | 46733 | Pork.....boxes | 15695 | 18279 |
| Montgomery, &c. do | 17501 | 9839 | Pork.....hhds | 13968 | 18499 |
| Mobile.....do | 23647 | 25325 | Pork, in bulk.....lbs | 15862431 | 10273680 |
| Florida.....do | 10601 | 5065 | Porter & Ale.....bbls | 804 | 1838 |
| Texas.....do | 6088 | 11356 | Packing Yarn.....reels | 4131 | 2211 |
| Corn Meal.....bbls | 5187 | 12097 | Skins, Deer.....packs | 1375 | 1301 |
| Corn, in ears.....bbls | 42719 | 293711 | Shot.....kegs | 4435 | 4377 |
| Corn, shelled.....sacks | 1114897 | 1706319 | Sugar.....hhds | 143912 | 125592 |
| Cheese.....boxes | 62809 | 54287 | Sugar.....bbls | 17395 | 5879 |
| Candles.....boxes | 55306 | 28363 | Soap.....boxes | 9930 | 6520 |
| Cider.....bbls | 903 | 1189 | Shingles..... | 70000 | 80000 |
| Coal, western.....bbls | 600000 | 315000 | Slaves..... | 6000000 | 3800000 |
| Dried Peaches.....bbls | 934 | 469 | Tallow.....bbls | 4662 | 5622 |
| Dried Apples.....bbls | 2065 | 2495 | Tobacco, leaf.....hhds | 60304 | 52335 |
| Flaxseed.....tierces | 217 | 1188 | Tobacco, chew, kegs | 2921 | 2315 |
| Flour.....bbls | 591986 | 1013177 | Tobacco.....bales | 153 | 33 |
| Furs.....hhds, bxs, bdls | 444 | 200 | Twine.....bdls | 2118 | 2067 |
| Feathers.....bags | 5900 | 3939 | Whiskey.....bbls | 117753 | 125029 |
| Hemp.....bales | 34792 | 19856 | Window Glass.....bxs | 4887 | 575 |
| Hides.....bales | 43542 | 30570 | Wheat.....bbls & sks | 57508 | 238911 |
| Hay.....bales | 56258 | 54241 | | | |

ARRIVALS AT NEW-ORLEANS.

| | 1840-'50. | | | | | | 1848-'49. | | | | | | | |
|----------------|-----------|-------|-------|--------|------------|-----------|-----------|-------|-------|--------|------------|-----------|------|------|
| | Ships. | D'ks. | B'gs. | Schns. | St. Total. | St. B'gs. | Ships. | D'ks. | B'gs. | Schns. | St. Total. | St. B'gs. | | |
| September..... | 27 | 21 | 10 | 29 | 12 | 99 | 109 | 27 | 9 | 11 | 32 | 7 | 86 | 164 |
| October..... | 26 | 26 | 29 | 29 | 15 | 186 | 184 | 45 | 23 | 24 | 33 | 13 | 138 | 215 |
| November..... | 108 | 43 | 41 | 52 | 14 | 258 | 243 | 96 | 47 | 44 | 37 | 14 | 238 | 288 |
| December..... | 60 | 52 | 48 | 54 | 9 | 223 | 334 | 87 | 57 | 60 | 45 | 10 | 259 | 381 |
| January..... | 78 | 56 | 46 | 83 | 13 | 276 | 352 | 71 | 62 | 47 | 50 | 11 | 241 | 325 |
| February..... | 53 | 32 | 40 | 67 | 11 | 202 | 311 | 101 | 62 | 39 | 39 | 10 | 251 | 313 |
| March..... | 66 | 42 | 44 | 79 | 13 | 244 | 318 | 70 | 61 | 53 | 54 | 15 | 253 | 321 |
| April..... | 76 | 31 | 45 | 82 | 11 | 245 | 238 | 139 | 56 | 34 | 53 | 11 | 286 | 257 |
| May..... | 22 | 20 | 23 | 57 | 13 | 135 | 239 | 74 | 32 | 19 | 43 | 15 | 183 | 191 |
| June..... | 38 | 12 | 19 | 51 | 10 | 130 | 171 | 40 | 22 | 25 | 31 | 8 | 126 | 153 |
| July..... | 10 | 14 | 17 | 40 | 13 | 94 | 152 | 19 | 19 | 10 | 81 | 12 | 74 | 135 |
| August..... | 91 | 14 | 7 | 43 | 13 | 98 | 133 | 2 | 12 | 9 | 18 | 10 | 51 | 130 |
| Total..... | 654 | 363 | 362 | 666 | 147 | 2192 | 2784 | 757 | 462 | 375 | 456 | 136 | 2186 | 2873 |

SUGAR AND MOLASSES EXPORTS—(UP RIVER EXCEPTED.)

| WHETHER EXPORTED. | SUGAR | | MOLASSES | | SUGAR | | MOLASSES | |
|---|-----------|-----------|-----------|-----------|-------------------|-----------|-----------|-----------|
| | Hhds. | Bbls. | Hhds. | Bbls. | Hhds. | Bbls. | Hhds. | Bbls. |
| | 1849-'50. | 1849-'50. | 1849-'50. | 1849-'50. | 1849-'49. | 1849-'49. | 1849-'49. | 1849-'49. |
| New-York..... | 42523 | 2229 | 2078 | 42776 | 44333 | 1532 | 1837 | 38892 |
| Philadelphia..... | 18344 | 3074 | — | 14636 | 18749 | 2232 | 410 | 14252 |
| Charleston, S.C..... | 5014 | 683 | — | 10531 | 3726 | 365 | — | 6659 |
| Savannah..... | 1981 | 300 | 82 | 4279 | 1661 | 20 | — | 1096 |
| Providence & Bristol, R.I., | — | — | 247 | 37 | — | — | — | 230 |
| Boston..... | 3929 | 961 | — | 2792 | 245 ⁰ | 964 | 76 | 2054 |
| Baltimore..... | 8101 | 2225 | — | 13432 | 1065 ² | 2991 | 77 | 9448 |
| Norfolk, Richmond and } Petersburg, Va. } | 6600 | 882 | 30 | 6134 | 6289 | 1204 | — | 7139 |
| Alexandria, D. C..... | 649 | — | — | 600 | 528 | — | — | 748 |
| Mobile..... | 2876 | 1526 | — | 8850 | 4549 | 1463 | — | 9120 |
| Apalachicola & Pensacola.. | 1830 | 460 | — | 5370 | 1363 | 294 | — | 3601 |
| Other ports..... | 873 | 1602 | 305 | 3237 | 220 | 316 | 250 | 539 |
| Total..... | 92720 | 13942 | 2742 | 112674 | 94490 | 11381 | 2650 | 93771 |

3.—TRADE OF ST. LOUIS.

The St. Louis Republican of the 1st Jan. 1851, contains an elaborate statement of the trade of that city for the year 1850, from which we make the following extract : having already published the previous years.

TOBACCO.

This article is classed among the most important agricultural productions of our state, and since 1838, has attracted considerable attention for export. While the receipts for 1850 fall short 609 hhds., compared with the receipts of the previous year, they still slightly exceed the receipts of 1848.

| | |
|-----------------------------|-------|
| Total receipts in 1850..... | 9,055 |
| Receipts of 1849..... | 9,664 |
| Decrease in 1850..... | 609 |

HEMP.

Receipts of Hemp during the past year, greatly exceed those of any year since 1847, when they reached over 72,222 bales, a circumstance, however, measurably owing to the non-reception during the preceding year of the crop due, the receipts of 1846 having been less than 34,000 bales. The market throughout 1849 was marked by more firmness than during the past year, and the rates were higher, having ranged between \$120 and \$126, varying little from January to December. At the close of 1849, the stock in store was 893 bales. The stock in store and on sale at the close of 1850, is about 2,000 bales. The market during January was inactive at the figures of the previous year, and declined in February to \$90 a \$105 per ton. The ruling rates for the balance of the year were \$80 to \$95.

| | |
|---------------------------------|--------|
| Total..... | 60,862 |
| Receipts of 1849..... | 46,290 |
| Increase of 1850 over 1849..... | 14,572 |

LEAD.

The production of this article has been gradually declining since 1845; receipts, per rivers, since that time, having fallen off from 750,877 pigs, to 573,502. In the meantime the demand for home consumption has materially increased, and very little has been exported. In consequence of this decline in production, prices have gone up, and during the two last years have ranged much higher than for many years previous. For the greater part of the past year the price of upper mines lead has been over \$4 25, and the market closes firmly at \$4 37½ to \$4 40 per 100 lbs.

Actual Product of Upper Mines for the two last years.

| | |
|---------------|-------------------------------------|
| In 1850..... | 567,946 pigs, or 37,589,728 pounds. |
| In 1849..... | 625,463 " " 42,531,634 " |
| Decrease..... | 57,967 4,941,906 " |

Actual Product of Lower Mines, for 1850.

| | |
|---------------------|---------------------------|
| Richwood mines..... | 11,872 pigs, or 832,430 " |
| Other mines..... | 74,104 " " 5,167,570 " |
| | 85,976 6,000,000 |

WHEAT.

Receipts of this article during the year just closed, have slightly exceeded those of last year, but fall short of those of '46, '47 and '48. The last year has doubtless been a better wheat year than 1849, but owing to a generally entertained opinion that the article must advance, farmers and shippers held back until threatened by closing navigation. This will account for the heavy receipts during November, compared with other months in the year.

| | |
|----------------------------------|-----------------|
| Receipts per rivers in 1850..... | 1,792,074 bush. |
| Receipts per rivers in 1849..... | 1,762,535 " |
| Increase of 1851 over 1849..... | 29,539 " |

FLOUR.

| | |
|---------------------------------|---------|
| Receipts by rivers in 1850..... | 292,718 |
| Received by rivers in 1849..... | 301,933 |
| Decrease..... | 9,215 |

Receipts per Wagons, during 1850.

| | |
|--|--------|
| From Centre Mills (new) Ill., since 30th Sept..... | 1833 |
| " Hope " " " 1st Jan..... | 1435 |
| " Planet " " " 1st Jan..... | 1735 |
| " Harmony " " " 1st Jan..... | 2405 |
| " Harrison's (Ill.) and other sources..... | 24,944 |

| | |
|-------------------------------------|---------|
| Total..... | 32,352 |
| Add receipts per rivers..... | 292,718 |
| Total of all receipts for 1850..... | 325,070 |

CORN.

While the receipts for corn for the last year have almost quadrupled those of the year preceding, the ruling rates have almost doubled those of that year. The demand has been active throughout, and the remaining stock on sale at the close is by no means large.

| | |
|------------------------------------|---------|
| Total receipts by river, 1850..... | 484,014 |
| Receipts of 1849..... | 142,182 |

| | |
|---------------------------------|---------|
| Increase of 1850 over 1849..... | 341,832 |
|---------------------------------|---------|

PORK.

The receipts of the last year vary but little from those of 1849, but our monthly table will show that the bulk of the sum total was the product of 1849, very little having been received since the present packing season commenced. The high price of corn induced growers to send forward that staple, rather than apply it to fattening, and hence few hogs have been prepared for slaughtering. Up to the present date of the last packing season, the number of hogs slaughtered in this city alone, was nearly 115,000; and at points above, and throughout the West, the number was also large. So far as we are informed with regard to the present season, only 55,000 hogs have been killed in this city, and a corresponding falling off is observed throughout the country.

This deficiency must advance the price of pork, but whether sufficient to remunerate dealers for the high price paid for hogs, is doubtful. The hog market opened timidly at figures approximating to \$3; but since the commencement has steadily advanced, until within a few days, since which it has been less firm, and few sales are now effected beyond \$4 for hogs weighing 220 lbs., though drovers are contending for \$4 15 to \$4 20.

| | Tm. | Mds. |
|------------------------------|------|---------|
| Total receipts for 1850..... | 1873 | 101,562 |
| “ “ “ 1849..... | 1745 | 111,164 |

Receipts at this Port of the principal articles of Produce for the last two years.

| | 1849. | 1850. |
|---------------------------------|------------|-----------|
| Wheat, sacks..... | 881,428 | 927,346 |
| Flour, barrels, per rivers..... | 301,933 | 298,231 |
| Flour, barrels, per wagons..... | — | 32,452 |
| Corn, sacks..... | 142,182 | 784,014 |
| Oats, sacks..... | 126,835 | 348,716 |
| Barley, sacks..... | 44,613 | 34,744 |
| Pork, barrels..... | 113,909 | 101,562 |
| Pork, tierces..... | — | 1,873 |
| Salt, sacks..... | 289,580 | 261,230 |
| Salt, barrels..... | 22,557 | 19,158 |
| Hemp, bales..... | 45,227 | 60,862 |
| Lead, pigs..... | 591,851 | 573,502 |
| Tobacco, hogsheads..... | 9,664 | 9,055 |
| Beef, barrels..... | 14,837 | 6,049 |
| Beef, tierces..... | 3,121 | 2,586 |
| Dry Hides..... | 68,395 | 94,228 |
| Whiskey, barrels..... | 28,741 | 25,959 |
| Sugar, hogsheads..... | 23,814 | 25,796 |
| Sugar, brls..... | 3,000 | 6,034 |
| Sugar, boxes..... | 3,064 | 12,388 |
| Coffee, sacks..... | 58,702 | 73,678 |
| Molasses, barrels..... | 31,217 | 29,518 |
| Lard, barrels..... | 64,615 | 61,535 |
| Lard, tierces..... | 11,041 | 17,925 |
| Lard, kegs..... | 15,512 | 14,549 |
| Bacon, tierces..... | 2,195 | 7,087 |
| Bacon, casks..... | 21,764 | 23,248 |
| Bacon, barrels..... | 1,646 | 3,019 |
| Bacon, boxes..... | 2,263 | 1,330 |
| Bacon, pieces..... | — | 46,978 |
| Bacon, pounds..... | — | 32,496 |
| Bacon, bagged hams..... | — | 2,593 |
| Bulk Pork, casks..... | — | 1,096 |
| Bulk Pork, boxes..... | — | 100 |
| Bulk Pork, pieces..... | — | 301,381 |
| Bulk Pork, pounds..... | 12,889,360 | 1,841,747 |

TONNAGE.

The number of steamboats arrived during the year was as follows :

| | 1849. | 1850. |
|------------------------|-------|-------|
| From New-Orleans..... | 313 | 303 |
| Ohio River..... | 401 | 493 |
| Illinois River..... | 686 | 788 |
| Upper Mississippi..... | 806 | 635 |
| Missouri River..... | 355 | 390 |
| Cairo..... | 122 | 75 |
| Other points..... | 217 | 215 |
| Total..... | 2,900 | 2,599 |

It appears that 246 different boats arrived at the port during the year.

4.—MEMPHIS, TENN.

Every day gives me additional evidence of the increasing prosperity of this already prosperous city—and although her commerce is great, yet upon that alone her public-spirited citizens do not intend to rely, for the notes of preparation are already heard in various quarters, and in addition to her commerce, manufactories will soon claim a part in adding to her wealth. Preparations are now making for the establishment of a very large boat-yard, to be conducted on a scale as extensive as any in the west; and ere long, although we cannot afford the facilities at Nashville, Tennesseans will have the opportunity of supporting in Tennessee this important branch of industry. The gentleman who opens the yard is said to be one of the best boat-builders in the Union. As an evidence of its truth, some of the finest boats running on the Mississippi, are his handiwork; among others, the magnificent Autocrat. In addition to this, an extensive flour mill, now nearly completed, is about to commence operations, and will make, it is said, 62,000 bbls. of flour annually; creating another large source of wealth to the community. These things speak most favorably for the public spirit of Memphis, and indeed I find on all sides evidence that her citizens are determined, by the liberal views they take of things, to make Memphis one of the first cities in the West—and the city already feels the beneficial result of these views. In 1840, I am told, Memphis had a population of from three to four thousand; the census recently taken, shows a population of 12,000—and although no prophet, I venture the prediction that 1860 will show a population more than double this number.

Since writing the above, I learn that a large cotton manufactory has just been erected here, and will go into operation very shortly, giving employment to a large number of operatives. Why cannot we chronicle such an event in Nashville! Urge our citizens to wake up to the importance of these things, for if they sleep much longer, every city in this country will outstrip us, and upon ourselves must rest the fault.—*Cumberland.*

5.—COMMERCE OF BALTIMORE, 1850.

EXPORTS OF LEADING ARTICLES.

| | | | |
|---------------------------|-----------|----------------------------------|-----------|
| Fish, dried, qtls. | 5,450 | Indian Meal, bbls. | 38,820 |
| Fish, pickled, bbls. | 997 | Tal. Candles, lbs. | 562,491 |
| Whale Oil, gals. | 9,222 | Ada. Candles, lbs. | 11,125 |
| Lard Oil, gals. | 22,186 | Soap, lbs. | 113,921 |
| Sperm Candles, lbs. | 51,511 | Tobacco, manufactured, lbs. | 175,437 |
| Tar and Pitch, bbls. | 4,558 | Nails, lbs. | 147,607 |
| Beef, bbls. | 11,972 | Manufactures of Iron | \$58,294 |
| Pork, bbls. | 22,746 | Refined Sugar, lbs. | 65,096 |
| Bacon, lbs. | 5,259,713 | Cotton Goods | \$260,319 |
| Lard, lbs. | 937,472 | Paper, Books and Stationery ... | \$4,579 |
| Butter, lbs. | 347,960 | Wheat, bush. | 40,203 |
| Cheese, lbs. | 193,974 | Potatoes, bush. | 2,414 |
| Indian Corn, bush. | 430,638 | | |

There is a growing increase of the commerce of the port of Baltimore with the South. This result is attributed to the agitation of the slavery question at the North, by which the southern merchants are deterred from trading with the northern cities. Commenting upon these facts, the Clipper says:

"This is a great increase within one year, and exhibits the feeling which prevails at the South. Our merchants have no doubt anticipated, and prepared themselves for this change of trade in the South, by an enlargement of their stocks of goods; but there is one more object to be effected by Baltimoreans, and that is to establish a regular line of packets between this city and Liverpool. This would attract the whole southern custom to our port. We know that this important subject has received the attention of the merchants of Baltimore, and that a memorial to Congress has been presented. Direct importations of goods from Europe would make Baltimore, as a market for southern custom, all that could be desired; and we cannot see any reason why government should not patronize a Southern as well as a Northern line of packets, as auxiliary to the Post Office Department."

6.—GALVESTON AND TEXAS.

"While steamships of 1,200 to 1,500 tons, and sail vessels of 1,000 tons, can enter the port of Galveston, and take our produce to a foreign market, it is hardly probable that it will ever be sent circuitously by rail-roads, one thousand miles to Charleston, or by water still more circuitously and still further, to the same port, and that, too, merely for re-shipment. This is manifestly contrary to the natural course of trade. With the exception of a few counties bordering on Red River, the exports of Texas must find their outlet at our own ports; and the day is not far distant when they will be sufficient to establish a direct foreign trade by regular lines of packets. Even with the late dismemberment, we have still a territory as large as Louisiana, Mississippi, Alabama and Georgia, together, and the amount of waste or unproductive land, we believe, is less; while we have a larger amount of rich alluvial bottom lands than all the other Southern States. Texas is capable of producing more sugar than all the balance of the Union, including all the recent acquisitions along the Pacific coast. We have many millions of acres of land of inexhaustible fertility within the latitude adapted to the growth of cotton; while an extensive region in the upper part of our state has been proved to be an excellent wheat country, and well adapted to other small grains. For stock raising and wool growing, Texas is, probably, unequalled by any other country. While, therefore, our state is as large as the four Southern States above named, it is certainly capable of producing fully as much for exportation, as all those states together. Nor will it be many years, with the present rapid ingress of immigrants, before our exports will give employment to a very large amount of shipping."

7.—COMMERCE OF SAN FRANCISCO.

Although we have not been led off very far, at any time, by the California fever, nor have ever contemplated any Argonautic expedition in search of its golden fleece, we cannot forbear an extract from the Pacific News, showing some of the extraordinary things in that country.

The receipts of bullion, from the Atlantic States, seeking investment, in 1850, was \$1,722,600.

AMOUNT OF GOLD DUST SHIPPED FROM JANUARY 1ST TO DECEMBER 30TH, 1850.

| | |
|------------------------|-----------|
| Month of January | \$448,444 |
| February | 734,351 |
| March | 1,250,000 |
| April | 2,201,000 |
| May | 1,731,863 |
| June | 2,669,045 |
| July | 3,020,000 |
| August | 5,282,880 |
| September | 918,000 |
| October | 4,598,461 |
| November | 5,337,539 |
| December | 1,250,000 |

Total amount for the year.....\$29,441,583

This statement is a sufficient answer to the too often expressed opinion that the mines were becoming exhausted, and that California must prove a failure by-and-by. For the two past seasons the summer months have produced the greatest amount of gold, the wet diggings being worked then to a greater extent than the dry. This accounts for the fact that the shipment in the month of August exceeded that of any other month in the year.

Fixing the amount of gold exported, and which was regularly shipped and entered for the period named above, at \$30,000,000 in round figures, and add to it an estimate of \$12,000,000, as having gone forward in private hands, and \$6,000,000 retained for circulation, and the aggregate shows the enormous sum of \$48,000,000—an amount exceeding one-third the total of *all the products of the*

United States exported during the fiscal year, ending June 30, 1850, and nearly one-third the amount of imports; \$12,000,000 more than the exports of the state of New-York or Louisiana; \$35,000,000 more than Alabama; \$38,000,000 more than South Carolina; \$40,000,000 more than Massachusetts or Maryland; \$41,000,000 more than Georgia; and \$43,000,000 more than Pennsylvania. And, while viewing this statement, it will at the same time be borne in mind, that the states which show the largest amount of exports are those which possess the advantage of having ports situated on the seaboard, and which do the carrying trade of states more remotely located. The eight states above enumerated, in fact do the labor of transporting to foreign ports, not only their own products, but those of the remaining twenty-two.

For the time included in the period for which all our statistics are made up—viz.: the twelve months past—there have entered our harbor, from all foreign ports, 1,743 vessels. During the same period the number of vessels which cleared was 1,461. The vessels arriving, have landed upon our shores 35,333 males, and 1,248 females. The number which have left by sail vessels and steamers, during the same time, 26,593 males, and 8 females.

The report of the Secretary of the Treasury, on commerce and navigation, for the fiscal year ending June 30, 1849, shows the number of clearances from the port of New-York, to have been but little more than twice that of San Francisco, for the year ending December 31, 1850; and the number of arrivals at that port—the same periods compared—to have been 268 less than twice the amount. As compared with New-Orleans, the difference in favor of San Francisco is, in clearances 330, and in arrivals 645. When the comparison is made with Philadelphia, we find the difference still greater in favor of San Francisco—being in clearances 922, and in arrivals 1,137. The same would be the result were the comparison made with any of the seaports in the United States.

The total value of merchandise received by foreign vessels, from November 21, 1849, to September 30, 1850, was \$3,351,962 65. The tonnage of the vessels was 151,604.

The total value of merchandise received during the same period, in domestic vessels, was \$797,275 10; the tonnage of the vessels, 82,949.

Neither time nor space will permit us to enumerate in detail, many kinds of trade which are followed with satisfactory success in our midst, and which form no small item in the trade of California. In addition to what has already been mentioned, we will add that San Francisco, with a population of over 35,000, sustains *seven* daily papers; while New-York, numbering *half a million*, can boast only *double* that number! We have eight express companies, the principal ones being Adams & Co. and J. W. Gregory; over *sixty* brick buildings, where six months ago there was not one; eight or ten first-class hotels, at the head of which stands the "Union," (just erected by Selover & Co., and under the management of Isaac M. Hall;) the "St. Francis;" "Delmonico's;" the "Revere;" and the "National."

But a few months since, the boundaries, even of San Francisco, were hardly defined with sufficient definiteness to guide the inquirer in his search. Now we have *one hundred and seven miles* of street laid out, one quarter of which is built upon and occupied, and over seven miles of it substantially planked, and most of that distance properly sewered. We have now a semi-monthly mail, where a year ago it was only an occasional one—reaching our shores *now and then*, and half the time not as often! One marine insurance company has already been formed, with a capital of \$500,000, and another is in progress of organization.

8.—VALLEY OF THE COLORADO—TEXAS.

"There is, perhaps, no portion of our state more rapidly developing its resources than the valley of the Colorado; and certainly none whose capabilities are less circumscribed or more varied. There is no department of agricultural employment which may not be here successfully and profitably pursued. The rich soil and salubrious climate of the upper portion of this valley have within the last two years attracted a vast influx of population and industry, the influence of which has been felt in the increased prosperity of our people, and seen in the improved and flourishing condition of our country. In 1845, Austin and the surrounding

country was but one remove from a desolation; scourged continually by Indian irruptions, there was not even in its very streets security for life or property. Only from that period can we date the commencement of any thing like real and permanent prosperity, and in that time, perhaps, no portion of the world has attained so high a degree of permanent prosperity without a solitary commercial or agricultural facility, the only means of transportation being by wagons, a distance of nearly two hundred miles, and for more than half the year over roads almost impassable. Were the condition of things otherwise, what might we not reasonably hope to realize?

"The mind of no man, however sanguine, is prepared to believe how wonderful the effect upon this country would be of a regular steamboat communication with the gulf, its adaptabilities unascertained, its capabilities of production as yet imperfectly developed, its other resources only known to be abundant and various, would all be brought into immediate and profitable employment, so soon as reliable facilities are created to render labor profitable and the investment of capital safe. To take one year with another, it is our candid opinion that there is no better cotton country on the globe than this. The high price which this product now commands, and the safe assumption that it never can materially decline, from the fact that there is only a narrow belt around the earth in which it can be produced, must render a country fertile, salubrious and situated as this, second to none in agricultural wealth and importance, so soon as a cheap and convenient transportation can be had for our produce; but now without any facilities, except the most onerous and expensive, we are poverty-stricken in the very midst of every element of wealth."

AGRICULTURAL DEPARTMENT.

1.—BRITISH COMPETITION IN COTTON.

The following view of this subject is taken by a leading London journal:

The supply of raw cotton for our manufactures is every day becoming a subject of greater interest and anxiety in this country; and it is really extraordinary—where cotton is known to grow almost spontaneously in so many regions of the earth, where so many soils and climates are suited to its cultivation—that we should still be dependent upon a small portion of the United States for the greater part of the supply which we require. It is strange that neither Southern nor Western Africa have ever been thought of as countries where this shrub could be cultivated to almost an unlimited extent. Only a few days ago, a specimen of the wild cotton plant of Western Africa, which was plucked within fifty yards of the shore, with full bolls, was exhibited in the Exchange-room, at Liverpool. The *Liverpool Journal* says: "The quality is fine, and this specimen shows that there would be no difficulty in cultivating cotton where it was gathered." We quite believe it. We believe in the possibility of growing cotton *ad libitum* in this district of Africa; indeed, we have reason to think that both cotton and coffee are indigenous along the whole line of coast from 15 deg. N. lat. to the equator. In Prince's Island, lat. 1° 40', and in the Island of St. Thomas, which lies under the equator, coffee grows abundantly, and we think it will be found that the climate, which is suitable to the coffee plant, will also grow the cotton shrub. Indeed, the former island produces not only coffee, but sugar and rice.

The pertinacity with which the manufacturers of Lancashire continue to look to India as the only country which can relieve them from their dependence upon the United States, is, in our opinion, injurious to the object they have in view, as it withdraws their attention from other countries where they would have fewer difficulties to contend with than have hitherto met them in India. It is, however, quite time that they looked more extensively abroad, for there are many reasons why their reliance upon America should begin to be on the wane. According to the Liverpool statistics of the cotton trade, which will be found in our journal of last week, it appears that the deficiency of cotton in

that port, compared with the corresponding period of 1849, is estimated at 100,000 bales, and that an equal deficiency exists in Manchester. The *Liverpool Albion*, from the statistics it presents to its readers, comes to the conclusion that we are beginning this year with a considerable deficiency in the known stock of cotton, while at the same time there is a short crop in the United States. It is certain that, as the manufacture of cotton is annually on the increase in America, there will be a greater home demand for the raw material, less of the article disposable for exportation, and, consequently, an enhanced price put upon it in the country. We think it is evident that the present executive of the States, and the party in office there, wish to encourage their own manufactures. Something of this kind is hinted at in the annual statement of the Secretary of the Treasury, which has lately come to hand. In this document the system of *ad valorem* duties is strongly objected to as injurious to domestic industry, and it is recommended as highly necessary that the present rate of duty should be increased on a variety of articles. Whether manufactured cottons will be included in this category remains to be seen.

We would not discourage the manufacturers from looking to India as one country from which they can be supplied with cotton, but we certainly would discourage their looking to it as the only country for this purpose. The report of the Select Committee of the House of Commons, which sat in 1848, to inquire into the growth of cotton in India, leaves everything in doubt and uncertainty. It does, indeed, conclude with a paragraph expressing an opinion, "that under the continued encouragement now afforded by the government of India, and by taking full advantage of all the resources which are still within reach, there may eventually be opened to the manufacturers of this country a large and regular supply of cotton, of a quality largely consumed by the British manufacturer, which will, by giving them additional sources of supply, render them more independent of the failure of crops, and thus have the double effect of equalizing the price of the raw material, and of lessening those fluctuations in the market which have occurred for some years past, and which have acted so injuriously on the energies of our manufacturing population." There is nothing very encouraging in this, particularly when it is known, as the report says, that—"For sixty years past the Court of Directors have taken an interest in this question, and have expended considerable sums in various attempts to stimulate the growth of cotton in the countries subject to their rule." This may be very true, but, at the same time, it is very depressing. Sixty years, and considerable sums, have been almost fruitlessly spent; Americans and American gins have been sent to India; experimental farms have been established there; notwithstanding which, our manufacturers are still without a supply of cotton from that country. "The Court of Directors still adhere to the opinion that the obstacles which are supposed hitherto to have retarded the extension of cotton cultivation in India, may be overcome." We are of the same opinion, but it promises to be a work of time and difficulty, unsuited to the exigencies of the trade, and the anxiety of those engaged in it.

We have said that there are many other countries where cotton may be grown; why, then, wait for the eventuality which is promised by the report of the committee? We should like to see the energies of the manufacturers directed to a country where they would meet with no difficulties, and but little delay; that country is our Australian colonies. In these colonies they have a sphere for action which no other country offers, not even India, to the same extent, and it is a country to which American cultivators of cotton could be easily induced to betake themselves. We believe that the government of India will give every possible encouragement and stimulus to the growth of cotton in that country, but the natives are a people with whom agricultural improvements are of slow growth; nor, in our opinion, are they at all likely to be stimulated by any exertions which our manufacturers can make. In Australia they will have to deal with our own countrymen and our own territory, and we think the rest may be safely left to British energy, aided by British capital: all that is required is to set the machine in motion, when it will be found to work well.

2.—OVER-CROPPING AND CULTIVATING COTTON.

I will now give my mode of preparing land and cultivating cotton, which I have tried for several years. After pursuing different plans, I have fallen back on the old one as the best. About the middle of January or 1st of February, I commence throwing four furrows together with a turning plough—rows, of course, laid off agreeably to the strength of the land; about the last of March, I commence turning out the middles, which makes the ridge complete and new nearly to the top; from the 5th to the 10th of April, I plant, by opening the ridge with a very small scooter, covering with a wooden harrow, which leaves the whole ridge clean and clear of clods. About the time half the seed make their appearance above ground, I put every hand to scraping it out with the hoes. I generally finish in ten days or two weeks at furthest. Meanwhile I work out my corn, and then return to my cotton with turning ploughs, and bar it off; follow with the hoes, chop through, leaving about two stalks in a place, and take all the grass from the drills, the ploughs covering up all in the middles. I then return to my corn, and work it out. By this time, my cotton is large enough to receive dirt. I put the mould board to the cotton, and throw the dirt back, and plough out the middles, following with the hoes; thin it very nearly to a stand, and cover up what grass there may be left in the drill by the ploughs. Thenceforward I manage it according to the season. If dry, I run sweeps until laid by; if wet, I endeavor to keep my ridges well up, with the turning ploughs, so as to keep the water drained from the cotton. About the first of August I top it, wet or dry, which I consider a great advantage, checking the growth of the stalk, causing the forms to stick better, and bolls to mature sooner.

In conclusion, I would suggest to all those pretending to cultivate 18 and 20 acres to the hand, to drop 6 or 8 acres, and sow it in oats for their stock, which will answer a double purpose—resting their land and keeping their mules, cows and year old hogs in good order, (giving them salt) until frost. My oat field is as valuable to me as the same land would be in corn.

I omitted to say, in its place, that in scraping my cotton out with hoes, it gave my team a good resting spell, very much needed about that time.

Yours, &c.

E. JENKINS.

Choctaw County, Miss., Jan. 1851.

3.—MELANCHOLY PROOFS OF SOUTHERN DEPENDENCE ON THE NORTH.

What the writer of this paper in the Southern Planter says of Virginia, is true of the whole South. Can we have no brooms, hay or apples, but from beyond the Potomac?

Upon the most of our farms broom corn is assigned the outside row of the corn field, or else is distributed through the "truck patch." It usually receives but little attention—gets only chance workings, and no care in the selection of seed. Indeed, it is oftener than otherwise regarded as the negro's perquisite. The slaves who have gathered it spend a portion of the long nights of winter in working it up into small brooms, bound by white oak "splits," and these, if not sold to the mistress of the farm, are bartered at the nearest grocery. Among the northern people the practice is different. Large bodies of land in the Valley of the Connecticut, the Hudson, and even the famous Genesee wheat region, are appropriated to the growth of broom corn as a field crop. When gathered it is sold to broom makers at so much per pound. They put it into brooms of every shape and description, from the broad long handle floor broom to the finest coat duster. Our worthy Governor, Hon. J. B. Floyd, made an excursion through some of the northern states during the past summer, and he tells us that he was astonished to see the number of acres devoted to broom corn in that cold climate. Even with that disadvantage, however, a profit is made upon the crop, and (what reflects no credit upon our enterprise) we who ought to be sending the article north, annually buy largely from New-York and the New-England States. One of our exchanges, the Harrisburg Republican, says

it is not uncommon for an advertisement to appear with a caption like the following: "*Just received, two hundred corn brooms from the North.*"

The writer then goes on to say:

It is an ascertained fact, that half a million of dollars is yearly paid for brooms imported into Virginia. Are not the James River bottoms as good for raising broom corn as the Connecticut? Won't somebody plant a few acres next spring? The crop is said to be worth fifty to one hundred dollars per acre.

"*Just received, one hundred bales Northern hay.*"

Is it a fact Virginia cannot raise hay to feed her own stock? I have seen, even this dry season, at least three or four tons per acre on land that a very few years since was worth no more than—; in fact, as poor a piece of land as could be found in the state. What crop pays better, at fifteen or twenty dollars per acre?

"*Just received, fifty barrels fine Northern apples.*"

How many thousands are paid annually for fruit, even in Richmond? The world may be challenged to produce a finer climate for fruit of any kind, congenial to climate, than old Virginia. So it may be said for potatoes and hundreds of other articles. The above article is not intended as any reproach on our northern brethren; all praise, on the contrary; and I should be very glad to see them among us, and—*fill it out yourself.*"

4.—ON THE CLASSIFICATION OF SUGAR.

There is an opinion prevalent in certain parts of the planting and commercial community, who are particularly interested in the improvement of the quality of sugar, respecting the effects of the use of bone black in the manufacture of sugar, which we think retards the introduction of that unquestionable improvement. We allude to the impression that unpleasant smell is inseparable from sugar boiled in vacuum pans, after passing through the filters. The smell which is often perceived in such sugar, is, on the contrary, entirely owing to a practice which is becoming too general with planters possessing the various forms of apparatus, of liquoring or syruing the sugars in tiers, and sometimes in hogsheads, and then shipping without *thoroughly drying it*. The quality of the article in appearance is undoubtedly improved when first made, but within a short time a species of fermentation takes place, of course involving a deterioration in quality, and giving grounds for reports which affect, and if persisted in, must shortly ruin the market for this kind of sugar. No planter who is prepared to dry his sugar thoroughly, by means of drying rooms artificially heated, should syrup his sugar; the proper use of bone black improves the sugar in crystallization, dryness and color.

A MERCHANT.

5.—GEOLOGY OF ARKANSAS.

"I hazard nothing in asserting, that the state of Arkansas has greater mineral resources than any other state east of the Rocky Mountains. I do not mean that it has more of everything than any other state—it has less of some things; for instance, it has less coal than Pennsylvania, yet it has more than the whole island of Great Britain. It probably has not as much lead as Wisconsin, but much of it has two or three times the value of Wisconsin lead, on account of the silver it contains. As to iron, there is no state that has it in greater quantity, or of a better quality. Its manganese would supply the wants of the world, as to that article, if there were none any where else. In zinc, it will excel any other state, unless we except New-Jersey. It has more gypsum than all the other states together, so far as is known; and salt is no less abundant than gypsum—it is connected with it. In marble, it does not fall behind any other state; and it contains several very valuable kinds of building materials not found any where else in the Valley of the Mississippi.

But it is not always that valuable minerals or building materials can be rendered at once available, especially in a new country. This is a matter which requires to be studied, as well as the character of the minerals themselves. Some things can be worked to advantage only after a country has acquired such a degree of development as to create a demand for their use. Such is the case, for the most part, with building materials, gypsum, etc."

6.—SHOULD THE SOUTH DIVERSIFY HER PRODUCTS ?

A writer in the *Mississippian* communicates the following argument in favor of diversifying the products of the South. He has stated the case rather strongly on the matter of cotton, since, as we believe, in the progress of civilization and growth of commerce, its consumption will very greatly increase, but there can be no doubt of the fact notwithstanding, that there is a tendency to over-production. Even if this were not the fact, our preference would still be for a diversity of labor and employment, which always tends to the production of national independence and power. The arts and pursuits of life are so much dependent upon each other, that they naturally go hand in hand, advancing or declining together. Let the South abandon speedily her present system of *exclusive* agriculture.

The necessity of diversifying the labors of the slave states, is apparent from a consideration wholly distinct from those which have been before urged. The area of the whole of the slave states is 727,234 square miles. Assume the present slave population to be 3,500,000, and that its future increase will be at the same rate that has attended it from 1790, when the first census was taken, until this time, and in less than one hundred years, we shall have 56,000,000 of slaves, that is, a slave population of 77 to each superficial square mile. But when we reflect that this calculation embraces the whole area of the slave states, and that a large portion of the surface is irreclaimable swamp, barren sand and hills not fit for cultivation, in the whole amounting to probably one-fourth, we may reasonably assert, that the child is now born, who will see a slave population equal at least to 85 to the square mile, on an average, for all that portion of the slave states suited to agriculture. The slave population, however, will not be equally diffused over the slave states. It is rapidly concentrating on the rice, sugar and cotton states. By the census of 1840, the states of North Carolina, Mississippi, Tennessee, Florida, South Carolina, Georgia, Alabama, Louisiana and Arkansas, contained of slaves 1,527,575. Their entire surface is but 433,802 square miles. The entire slaves of the United States double in a fraction over 22 years. Now let it be supposed that by bringing slaves into the sugar and cotton region, they double in those states in twenty years, we will have in those states at this time 2,291,362. Let it then be supposed that importation into the sugar and cotton states now cease entirely, and also that the period of duplication will be increased to twenty-five years, neither of which suppositions can be realized, and in one hundred years, those states will have a slave population of 36,661,782, or 84 to each square mile. Yet much of this country is swamp, or sand, or hills. The slaves then will be equal at least to one hundred for each square mile of land suited to cultivation. The population of Massachusetts, with all her manufacturing towns and villages, her cities and small farms, does not equal this. Where then, in one hundred years, shall we find space for our increase of white population and employment for our slaves? Can they be employed in the cultivation of cotton as now? Can they be employed in agriculture? Must they not be employed in every pursuit to which their labor can be directed, and must we not commence this division of labor now? Many will say a hundred years ahead, is too far to look. We will take care of ourselves, and let those who come after us take care of themselves. Well, be it so. Let us take care of ourselves. If we really do so, we shall do all in our power for posterity. How then can we take care of ourselves? *Only by diverting labor from the cultivation of cotton.* In 1835, we produced 1,360,825 bales of cotton, the price was 19 cents per pound, and brought us \$103,415,100. The price being high, we from year to year increased its production. In 1839, the crop was 2,177,835 bales, the price gradually fell from the former rate, viz: 19 cents to ten cents, nearly one-half, and the produce of the whole was 87,113,600. Thus, by increasing our crop 817,000, we lessened our income to the extent of \$16,301,700. We blindly continued to increase our productions, until we increased the crop to, say 2,500,000 bales, and re-

duced the price to, say 6 cents, which will give 60,000,000 of dollars; by increasing our product 1,140,000 bales beyond the crop of 1835, we reduced our income, or lost 43,400,000 dollars in one year. The cotton statistics show, that from 1835, down to the present day, the larger the crop, the smaller sum does it produce. If we allow that five bales to the hand is a full average, it will take 270,000 hands to produce this 1,400,000 bales, and if the hands will average in value \$500, it required, and there was an investment of \$13,500,000 in hands alone, exclusive of mules, horses, farming tools, &c., which additional investment, by an increase of production, results in an annual loss of \$43,400,000 dollars to the cotton planters. Had they thrown this \$13,000,000 into the Mississippi instead of investing it in additional labor for cotton fields, and thereby kept down the excess of production, they would have secured to themselves \$43,400,000 per annum, by the higher price of the reduced quantity.

This makes it manifest beyond doubt that the planting of cotton should not be increased—that it should be greatly reduced. If one-third of the labor now directed to cotton raising, should be diverted to the agricultural employments—to the raising of stock, corn, potatoes, turnips, oats, rye, &c., and the making such articles as each planter consumes, and could fabricate for himself, the income from cotton would not be diminished, but would greatly increase, whilst the money paid out by the planters would be less, by millions of dollars annually. But if we proceed a step beyond this, and purchase from our own merchants all such articles as they can supply, and vest a portion of our capital in manufacturing coarse cotton and woollen goods, leather shoes, and the many other things for which we have all the needful material and means, the benefits arising will be speedily felt, to an incalculable extent.

All the foregoing is true, if slaves and slave labor were not on the increase. But slaves increase independent of importations, at a greater rate than one hundred per cent., in each five and twenty years. This being the case, if we do not divert their labor from cotton, and immediately engage extensively and actively in other pursuits, the increase of cotton will proceed at the same rate with the increase of slaves. We have seen that by the increase since 1835, we have reduced the return nearly forty-three and one half millions of dollars per annum. Thirteen years more will give an increase of about fifty per cent. on the present produce, and it is easy to see, that ruin, and speedy ruin, awaits the cotton producer, if he does not appropriate a large part of his capital to other pursuits, and contribute by all the means in his power, to the introduction and prosecution of every branch of industry, to which our soil, our climate, our water power, and our forests invite the enterprising.

Success and eminent success is certain, if we only will it, and proceed to the execution of our purpose with half the zeal and perseverance with which we have prosecuted the cotton planting. Have we not waste land in abundance, suited to the raising of sheep, and they supply mutton for our tables and for the market, and wool for our domestic use for the manufacture of janes, linseys and flannels for our use. Have we not land, and labor, and all the means needful for the raising of corn and oats, and also for Bermuda and other grasses? These will raise our mules, horses, cattle, hogs and poultry—supplying us abundantly with beef and hides, bacon, butter, &c. Have we not forests of oak, and streams of water without limit? These, with the hides of our beeves, now almost wholly lost, will furnish our tanneries with all that is needed for the prosecution of that business, and will not our slaves make tanners? and can they not, when supplied with the materials, make peg, and other shoes? cannot our slaves make ploughs, and harrows, &c.? The New-England States cannot make and send us brick and framed houses, and therefore we have learned that our slaves can make and lay bricks, and perform the work of house joiners and carpenters. In fact we know that in mechanical pursuits and manufacturing cotton and woollen goods, they are fine laborers.

DEPARTMENT OF MANUFACTURES AND PROGRESS.

1.—ANOTHER SOUTHERN MANUFACTURING VILLAGE.

In our January Number we described Prattsville, Alabama; in February, Graniteville, S. C., both thriving manufacturing towns; and are now delighted to add Autaugaville, Ala., to the list:

The company was organized on the 16th of August, 1848, and the capital stock is now \$87,000. The size of the factory building is one hundred and fifty feet long, and fifty feet wide; is built of brick, with tin roof, and window and door sills of cast iron. There are 3,000 spindles, 100 looms, 42 cards, with other necessary machinery for spindles.

The fabric manufactured is, osnaburgs, 33 inches wide, weighing 9 ounces to the yard; 7-8 shirting; No. 14 thread, 5 1-4 ounce; cotton yarns, all sizes, from No. 4 to 15.

There are now employed in the factory, 81 operatives—a majority of them females. When all the machinery is in operation, 110 will be required, and the daily product will be 4,000 yards of cloth, or 40 yards per loom.

There is water enough to move double the machinery, at all seasons of the year, but there has been some difficulty in consequence of the water-wheel not having capacity sufficient to run all the machinery. That difficulty, however, is soon to be remedied.

Autaugaville has grown up in the woods during two years past. It now has a population of 350 souls—four mercantile establishments—two churches, and a third is soon to be built, and two good schools. The village is situated some two or three miles from the Alabama River, and about the same distance from Prattville and Vernon, and is rapidly increasing in population and importance.

2.—FACTORY ON THE SEA-SHORE OF MISSISSIPPI OR LOUISIANA.

A writer in the *Mississippian*, in suggesting Biloxi Bay as an appropriate place for a cotton factory, in which Louisiana and Mississippi might both unite, uses the following arguments, premising that there are already ten saw-mills, a steam-brick manufactory, several brick-yards, an iron foundry, and about fifty sail-vessels and one steamer belonging to the Bay:

The materials for the erection of buildings, &c., for a cotton factory at Biloxi Bay, would be about half the cost of the same articles at a location on the Mississippi River. The best article of plank can be purchased in Biloxi Bay at \$8 per thousand. The best article of bricks at \$5 per thousand. Where health abounds, labor is always cheap. Much more labor can be performed during the summer months than at New-Orleans, or on the Mississippi River, on account of the invigorating and constant sea-breeze they enjoy at Biloxi Bay. Operatives from the North can be induced to come to Biloxi Bay, until our abundant Creole population could be introduced, and made happy, useful and industrious citizens. Fuel, a very important item in the list of expenses, would be much less than half the price it would cost at New-Orleans. Transportation by steam and sail vessels, would be abundant and cheap. The location at St. Martin's Point, is on the opposite side of the Bay from the thriving village of Biloxi—in the immediate vicinity of the fine and inexhaustible oyster beds. The operatives would be pretty much a community to themselves; at least, they would be free from the epidemics, vices and maladies, which cannot be prescribed against by the forms of law, and which will be consequent upon a location near New-Orleans.

If the citizens of Mississippi, now engaged in planting in the more wealthy portions of the state, would but investigate this subject, they would not allow it to be monopolized by citizens of another state.

3.—RIVALRIES OF CHARLESTON AND SAVANNAH.

We clip from the Georgia Sentinel some remarks which will give our readers a further insight into the spirited contest now going on between the emporiums of our gallant sister states of Georgia and Carolina, for the extension of trade and enterprise. In this contest some pretty hard blows are struck on both sides, as we find frequently the case between Boston and New-York, or New-Orleans and Mobile; and were we, in our *neutral* position, to venture a preference one way or the other, there would come a greater clamor about our ears than ever Olympus heard, "what time" the judgment of Paris was pronounced between the rival goddesses:

We cannot remain idle and indifferent spectators of the rivalry between these two cities. They are the only Atlantic ports of any consequence in the cotton states, and for that reason we are interested in all that concerns their welfare; but Savannah is in Georgia, and Charleston in South Carolina, and for that reason we are most interested in all that concerns the welfare of the former. Our motto in this as in other respects, is, "in the South, and for the South—in Georgia, and for Georgia." We are gratified at the evidences of the increasing prosperity of Charleston, and we hope she may soon realize the best wishes of her people; but in a rivalry between her and our own seaport, of course we are with the latter. Apart, however, from all state pride in the matter, we, in this section, have other causes of interest in the growth and prosperity of Savannah. We are soon to be connected with that city by a continuous rail-road communication, and in the ordinary business relations of the two cities, Savannah and Columbus must become better acquainted, and more identified in interest. Nature has done greatly more for Savannah than Charleston, and as soon as her people become aroused to a proper sense of what is due from them, and to them, by the commerce of the country, the question of rivalry will very easily be decided in her favor. In fact, that rivalry now only exists by reason of the singular blindness or indifference, on the part of the people of Savannah, to their own interests and capacities. In energy and enterprise, they have always been behind their Charleston neighbors; and in spite of their pre-eminent natural advantages, unless they awake on the subject of what they can do, and ought to do, they will forever find themselves behind, in importance and prosperity. A glance at the relative positions of the two places on the map of the states of South Carolina, Georgia, Tennessee and Alabama, must at once satisfy every one, that in point of favorable location, every advantage is on the side of Savannah. Take, for instance, the city of Atlanta, the point at which the rail-roads connecting upper Georgia with these seaports, unite, which is 292 miles from Savannah, and 307 miles from Charleston, showing a difference in the distance in favor of Savannah, of 15 miles. To the trade of that place, therefore, and also to the commerce of all that section of country which reaches the Atlantic through that place, Savannah is the most accessible market. All points north, west, and south of Atlanta, will naturally trade at Savannah, provided the mercantile facilities of that city are as great as at Charleston. In other words, the grains and provisions of Northern Georgia, North-Eastern Alabama and Tennessee, and six-tenths of the cotton region of our own state, will find their way to that point, unless its advantages from position are counterbalanced by the want of energy, enterprise and accommodation on the part of her people. That such will be the fact in future, is best demonstrated by facts in the past. The following statistics are taken from the Savannah Republican Price Current, showing the receipts of cotton bales, at the two ports, up to the latest date:

| | SAVANNAH. | | CHARLESTON. | | Excess. |
|--------------------|--------------|--------------|--------------|-------------|---------------------|
| 1845, Dec. 19..... | 48,143..... | Dec. 19..... | 72,667..... | 30,524..... | or.....26 per cent. |
| 1846, " 18..... | 87,043..... | " 11..... | 125,865..... | 38,822..... | or.....18 per cent. |
| 1847, " 18..... | 27,411..... | " 10..... | 41,504..... | 14,093..... | or.....20 per cent. |
| 1848, " 19..... | 108,235..... | " 14..... | 144,386..... | 36,152..... | or.....14 per cent. |
| 1849, " 18..... | 126,998..... | " 13..... | 137,934..... | 10,926..... | or..... 4 per cent. |

Take into account the fact, that the bales received at Savannah are heavier than those received at Charleston, and it will be found that the number of pounds of cotton received at Savannah has been almost, if not quite equal, to the amount at Charleston. Again, we have the following table, showing the number of bales exported from the two places for five years:

| | SAVANNAH. | CHARLESTON. | Excess. |
|-----------|--------------|--------------|--------------|
| 1845..... | 304,544..... | 421,896..... | 16 per cent. |
| 1846..... | 186,306..... | 268,077..... | 18 " |
| 1847..... | 234,151..... | 347,098..... | 20 " |
| 1848..... | 423,232..... | 297,592..... | 19 " |
| 1849..... | 405,456..... | 462,951..... | 6 " |

4.—SOUTHERN PROGRESS.

The Mobile Tribune says :—" James W. Kidd has succeeded in raising nearly a sufficient amount of stock to build a large cotton factory on Loachapaka Creek, some seven miles below the town of Auburn, Alabama, and near the line of the Montgomery and West Point Rail-road. The site, according to the Herald, possesses great beauty, and is, withal, well calculated for extensive manufacturing operations. Superior facilities for shipping goods also exist."

5.—MANUFACTURED TOBACCO.

The receipts of manufactured tobacco at New-York from southern cities, reached, last year, 159,692 packages, and were from the following points :

| | |
|-----------------|------------------|
| Richmond..... | 82,766 packages. |
| Petersburg..... | 69,779 " |
| Baltimore..... | 3,179 " |
| Norfolk..... | 2,508 " |
| Total..... | 159,692 " |

THE RECEIPTS IN

| | |
|------------|-------------------|
| 1849..... | 117,594 packages. |
| 1848..... | 113,336 " |
| 1847..... | 138,118 " |
| 1840..... | 63,805 " |
| 1839..... | 51,579 " |
| Total..... | 484,432 " |

6.—ARKANSAS COTTON FACTORY.

The Washington (Ark.) Telegraph states, that a cotton factory is about to be established at Van Buren, in that state. Already stock to the amount of \$31,000 has been taken, and the work will be commenced in a few weeks. The building is to be of brick, 70 feet by 40 feet, two stories high, and will contain 1,530 spindles, and 20 looms. This is the first enterprise of the kind in the state. This is the way for the South to make war upon the North—better than forty South Carolina arsenals.

7.—STAINED GLASS FACTORY AT CHARLESTON.

A stained glass factory at the South, except in our city, where one, as yet in its infancy, but commencing under favorable auspices, has entered the lists for competition. The proprietors, Mess. Samson & Adams, are natives of Charleston, and the latter gentleman, we are informed, has been connected with stained glass works in New-York. They have already numerous orders to fill for public and private edifices, among which are three churches in this state, Odd Fellows' Hall, corner of King and Liberty streets, and the elegant mansion of our fellow-citizen, George Robertson, Esq., corner of South Bay and Meeting-street. The last two are expected to be supplied in the course of the ensuing week. As the Odd Fellows' Hall will shortly be publicly dedicated, those who have a taste for this beautiful branch of art, may there have an opportunity to inspect a specimen of Charleston work, on which the manufacturers say that they are willing to risk

their reputation and claims to patronage. They promise to turn out as good work and as cheap, as any to be procured elsewhere, and appear more solicitous to show what can be done, in this novel branch of business, than to exact extravagant prices for their labor.

8.—TEXAS—HER NATURAL ADVANTAGES—WOOL AND FACTORIES:

The resources of Texas are almost without end, and in the hands of her present population, we have an abiding hope that the best use will be made of those resources, and that Texas, one of the latest, is destined to become one of the brightest stars of the American Constellation. The following interesting article upon Texas wool and factories, we extract from the New-Orleans Picayune :

The western section of Texas is admirably adapted to the purposes of the wool-grower. It is destined to be, in this respect, a formidable rival to the northern farmers. Particularly will this occur in the region back of the low lands on the gulf coast. Even on these, however, where experiments have been made on a small scale, and the flocks partly of the poor Mexican breeds, fed almost entirely on the sea-weed thrown upon the beach, we know that the wool, when sent to the New-York market, was pronounced equal to the average quality of the article received from the northern folds, and brought very high prices.

Western Texas possesses every natural requisite to place it, as a wool-growing country, on an equal footing with New-York, Vermont, and other states. The high-rolling country—the purity of the air—the continual supply of excellent nourishment in the musquito grass—the number of small streams, and above all, the absence of deep snows and chilling blasts of northern winters,—are her qualifications in this respect. The climate is not too warm, either, by which the fineness of the wool might be injured; there is sufficient bracing quality in the atmosphere to preserve the pristine vigor, even of animals imported from colder climates; and little care and less expense are necessary to keep the largest flocks of sheep in the best condition.

Indeed, this is the case with all kinds of stock in Texas, but chiefly in the western part of the state. Horses, cattle, &c., left to run free in the prairies and valleys, grow to the largest and most vigorous dimensions, and in the depth of winter present the appearance of stable-fed and well-groomed animals.

We have been led into this train of remarks by meeting an announcement in a late San Antonio paper, of a new and extensive woolen factory soon to be established within two or three miles of that city, on a branch of the San Antonio River. Woolen fabrics, of a substantial character, are to be manufactured: jeans, kerseys, blankets, satinets, &c. A substantial stone building has been erected for the purpose; the machinery has arrived, and consists of one Pekin and two carding-machines, of ninety spindles each, with three power-looms. The persons at the head of the enterprise are Messrs. Harper & Martin, of San Antonio, one of whom is stated to be an old hand at the business. It is the first establishment of the kind west of the Colorado, and will give a powerful impetus to the wool-growing business and the prosperity of Western Texas. The San Antonio River is surpassed by none of its size in its water-power for mills and factories. The wheat-raising-and-wool-growing capabilities of the country surrounding it will doubtless soon lead to numerous trials of its velocity and volume of water for factory purposes.

Texas begins well, and has taken the right track. Let her avail herself properly of her great natural advantages—let her cultivate her own manufactures, and there will be no necessity for secession. She will acquire power by learning to depend upon herself, and with power her rights will be respected.

Let the whole South follow upon the same path. Western Virginia, by the way, ought to surpass Vermont as a wool-growing country. May we not hope that the time is near when she will avail herself of her great advantages in this respect!

DEPARTMENT OF INTERNAL IMPROVEMENTS.

1.—RAIL ROAD MOVEMENTS IN NEW-ORLEANS.

The visit of Gov. Jones, President of the Memphis Rail-Road, to New-Orleans, had the effect of stimulating a very large subscription to the work on the part of our citizens. Among the largest subscribers were James Robb, Esq., Fearn, Donnegan & Co., John Williams, Pickett, Perkins & Co., J. P. Benjamin, etc. Mr. Robb took the liberal sum of \$30,000, which is in keeping with his accustomed liberality, and which places him at this time far ahead of any of our citizens in substantial enterprise.

Gov. Jones addressed a very crowded meeting of the citizens of New-Orleans upon the general importance of rail-road movements; and the following resolutions were introduced by J. D. B. De Bow, and unanimously adopted:

SOUTHERN AND WESTERN RAIL-ROAD CONVENTION AT NEW-ORLEANS.

Whereas the extension of rail-road enterprises in the southern and western states, in tending to the development of their resources and power, and in strengthening the bond of union which exists between them, is a subject in which the people of New-Orleans feel the deepest interest, and in carrying out which they will most cheerfully co-operate:

Resolved, That this meeting heartily approve of a convention of the southern and western states, which has been suggested in different quarters, for the promotion of our rail-road enterprises and other kindred purposes, and respectfully suggest the city of New-Orleans as an appropriate place for the meeting of this convention:

Resolved, That it be recommended to the General Council of the city, to take such steps as will, with the consent of our sister states, insure the assembling of such convention at as early a day as possible.

2.—NEW-ORLEANS AND JACKSON RAIL-ROAD.

A convention of the friends of this work from Mississippi and Louisiana is appointed to take place in New-Orleans, the third Wednesday of the present month. The committee in charge of the matter adopted the following resolution:

Resolved, That the Councils of the three Municipalities of New-Orleans and Lafayette be requested to appoint twenty citizens from each corporation, and a committee of five members of each Council, as delegates to the proposed convention.

They recommend the legislature to amend the City Charter so as to enable her to subscribe \$500,000 in the road. We know not if this can be done, but do think unless property holders be compelled, they will never contribute, in proportion to their means, to the growth of the city. Yet we are already, God knows, over-taxed and burthened beyond all example and without equivalent.

"But the Rail-Road to Jackson, Mississippi, is the one which your Committee is more particularly instructed to report upon, and which, from its immediate effects, must be of so much importance to the wealth and commerce of our city. And the small amount for the city to raise, in comparison to the immense advantages to be derived therefrom, jointly claims the largest portion of public attention. This road must open a trade to a country having a population of over 200,000, and an area of over 9,000,000 acres. The effect of bringing such a population in daily communication with our city, would at once be felt, not only in the great increase of trade, but in the advanced value of real estate. It would soon convert the waste lands of Louisiana and Mississippi, through which it is contemplated to pass, to a garden, to minister to our wants, and instead of receiving our poultry, and those things necessary to our daily consumption, burdened with a long and expensive transportation, we would receive them from our neighbors along this road much better, and at a reduced cost. The expense of living in the

city would be greatly diminished, and as you diminish the expenses of living, you not only increase the comfort of the laborer, but his ability to pay his landlord remunerating rents. Whilst these happy results must be the immediate effect of this great enterprise, its future influence will be much more extended—it will be the connecting link, which must unite our city with those lines of improvement that are now extending themselves from the Atlantic to the Mississippi, and these lines, then, instead of diverting the trade from New-Orleans, must pour along this road into our city a full tide of wealth. It is but natural that there should be much solicitude felt for the speedy completion of this road. The Legislature of Mississippi has granted a most liberal charter, and we are assured by Mississippi, that if we can make this road to the state line, that she will complete it to Jackson. Thus by an expenditure of some 5 or \$600,000, on the part of the citizens of New-Orleans, this important improvement can be secured. In carrying this road to the state line, three different routes have been discussed, the old Nashville Road route, the Madisonville route, and a route along lake Maurepas. If the old Nashville route be chosen, it will be necessary to have two expensive bridges, between lakes Maurepas and Pontchartrain, and must pass through about 37 miles of country, totally devoid of improvements, and for the most part, swampy ground. Therefore your committee do not deem it necessary to refer particularly to this route. The route via. Madisonville, in consequence of the favorable character of the country, to the state line, has many warm and able advocates. But your committee deem the navigation of the lake a serious objection to this route. The transshipment of produce, as it entails delay and expense, must always be prejudicial to any line of improvements, and your committee are inclined to think, that the advantages resulting from the favorable character of the country, are more than counterbalanced by the disadvantages of the lake navigation.

"The route passing west of Lake Maurepas is free from this objection, as well as the objection raised against the old Nashville route. By those well acquainted with the country, it is said that a good way can be obtained by running up the metairie ridge to the river, skirting thence along the rear of the plantations, until you come to some point west of Lake Maurepas, and passing around the lake, cross the Amite and Tickfaw rivers, and keeping on the lake lands that divide the Tickfaw and Tangipaho, until you strike the high lands, in the parish of St. Helena. This line will be some thirty miles longer than that via. Madisonville, but this is more than compensated by the avoidance of transshipment, and passing through a country every mile of which would be a paying road. This route occupying nearly a central position in the eastern parishes, would command the trade of the whole, whilst the road via. Madisonville would receive the trade of not more than three parishes.

"With the information now before your committee, they are disposed to give this route the preference; being the cheapest, the most expeditious, and extending great facilities to the country. But they are deeply sensible of the necessity of having correct information before any particular route be selected. This information can only be obtained by an actual survey, and your committee would therefore respectfully recommend as the first thing necessary to carry out this great enterprise, that the sum of \$2000 be appropriated by the cities of New-Orleans and Lafayette, (each Municipality and Lafayette paying its pro rata) and placing it under the control of the present "Joint Committee," to be expended in having such surveys made, as may be necessary to a proper determination of the most eligible route—as the state of Mississippi has appropriated this sum, it is but just and proper that the cities of New-Orleans and Lafayette should subscribe a like sum."

3.—BRANDON, MISS., RAIL-ROAD.

Amount of Receipts and Expenditures on the Southern Rail-Road, from 18th of March, 1850, to 13th January, 1851.

| Receipts. | | Exp. | Receipts. | | Exp. |
|-------------|-----------|-----------|---------------|-------------|---------|
| March..... | \$5652.48 | \$ 575.25 | September.... | 3515-25 | 1908.65 |
| April..... | 485.43 | 1430.34 | October..... | 695-81 | 2796.23 |
| May..... | 2000.00 | 4460.61 | November..... | 1297.27 | 1524.87 |
| June..... | 9003.93 | 9301.20 | December..... | 1524.94 | 528.85 |
| July..... | 307-56 | 1629.49 | January, 1851 | 1359.53 | 645.33 |
| August..... | 2493.93 | 1196.65 | | | |
| | | | \$28,346.13 | \$26,039.37 | |

4.—SOUTHERN RAIL ROAD TO THE PACIFIC.

The first link in the chain of a southern route to the Pacific ocean, is a road from Memphis to Little Rock: this, as a *local work*, is one of the deepest importance to Arkansas, Memphis and New-Orleans. The second link in the chain is a road from Little Rock by the valley of the Washita to Lagrange on Red River; and this by a connection with Natchez, will, as a local improvement, be found a most important road to Arkansas, Louisiana, Natchez and New-Orleans. The third link in this chain might be carried out, now that Texas has funds to do so, by a road from the waters of Galveston Bay running due north to the thirty-third degree of latitude, and thence, by an easy bend, to a junction with the Little Rock road, at or near the Red River.

The three roads indicated here, will, independent of the main stems, give the two latter of them their local character, form a continuous chain of road to a point nearer to the Pacific than is the western border of Missouri by several hundred miles. Each of these, then, at the same time that they all form an unbroken line running from Memphis towards El Paso, is, in its local character, a *whole measure*; and, independent of its connection with the other two, is a self-sustaining work. The Memphis and Little Rock road will derive its support from the traffic between its termini: the Little Rock and Natchez road—having in reality the levee of New-Orleans for the southern terminus—will derive its support from the valley of the Washita and the valley of Red River: the Lagrange and Galveston Bay road running westward for a considerable distance, and then bending due south towards the Gulf of Mexico, will not only answer the purpose of a chain of posts about the settlement within it, but by the traffic of this country along its route, build up a commercial city on the shores of Galveston Bay.

5.—CHARLESTON AND HAMBURG RAIL-ROAD COMPANY.

The Annual Report of Henry W. Connor, President of the company, is before us. Receipts, 1850, \$912,720; management, \$384,040; profit, \$528,679, or \$339,688, after interest, &c. paid. Two dividends of 3 per cent. each declared, leaving a balance of \$165,088 24. But for fortuitous circumstances, the gross income, it is supposed, would have reached \$1,000,000. The debt of the company has been reduced in the year from \$3,515,507 to \$3,173,668. 58½ miles of old road has been relaid in the year with new iron, five new locomotives have been added, five passenger, one baggage, and 137 freight cars. The company has begun to grade the new route intended to obviate the inclined plane at Aikin.

Of the receipts by the company, the amount in freight was \$593,356 78, passenger, \$272,383 37, mails, \$40,307 23, other sources, \$6,672 87, total, \$912,720 25.

"It leaves the old road near Mrs. Schwartz, at lower Aikin, and running to the left, crosses the present plane about 900 feet from its summit, and intersects the old road again near the Graniteville station, making in its whole distance 29,800 feet, equal to 5 2/3 miles, being 1800 feet, or a little over one-third of a mile shorter than the present road. The route is a straight line for five miles, with the exception of a curvature of 1½ inches in 50 feet at the lower end, and another of 700 feet on a level, near Mrs. Schwartz, where the radius is 2000 feet. The grade is 52 8-10 feet to the mile, and the estimated cost \$110,000. The period stipulated in the contract for the completion of this work, is from the 1st April to the 1st July next. An efficient force of 130 hands has been at work on it since August last, and the progress already made in the work warrants the expectation that the contractors will be up to the time."

6.—MEMPHIS AND CHATTANOOGA RAIL-ROAD.

At one end of this road, Charleston, we find it advocated as greatly to the advantage of that city, and at the other end, as advantageous to New-Orleans! The truth is, if the road be not built, Charleston will inevitably take the trade; but query, if the road will save it to New-Orleans? We are willing to try the experiment and do something. It should be the aim of New-Orleans to let no road penetrate the valley without reaching the river.

The road is to run from Memphis to La Grange, Tenn., on an old grade constructed several years ago; from La Grange to Tuscumbia; from Tuscumbia to Decatur, taking in the line of the Tennessee valley road; from Decatur to Huntsville; from Huntsville through Jackson county to an intersection with the Nashville and Chattanooga road, on or near Crow Creek. The portion of the road from Memphis to La Grange, will be put under contract immediately, and is to be finished in one year—there being no legal impediment to its immediate construction. The time of letting the contracts on the rest of the road will depend on the rapidity with which the remaining stock shall be taken up. The President and Directors are sanguine that this will speedily be done. By the Charter, 2½ millions of stock must be subscribed before the road can be put under contract. We understand that the amount already subscribed is about two millions, leaving a half million to be taken up before the road can be put under contract, and another half million for its entire completion.

After showing that by the Tehuantepec route, Memphis will be but 13 days and 10 hours from San Francisco, and by the European and North American railway from London but 10 days, (the estimated time from New-York to London being 7 days and 12 hours,) Mr. Garnett continues:

But let us examine a little more closely into the line between Memphis and New-York. There is certainly no route, now traveled, between these points, which is not longer, by more than 400 miles, than that by way of your road. An examination of the map will satisfy any one that there are natural difficulties which will prevent a shorter line from ever being made.

Some idea may be formed of the directness of this line, by the fact that, should the shortest line be adopted, the variation in latitude between the most northern and the most southern point on any part of the line between Chattanooga and Memphis, will be less than 30 miles: and between Richmond and the farthest southern point of this line of roads, the difference of latitude will be only 2½ degrees.

There is no portion of this line which is not chartered, and there are but 30 miles between your road and New-York which are not now in progress of construction. This 30 miles is between Chattanooga and Cleveland, on the East Tennessee and Georgia Rail-road. A Charter was obtained for this road, but no company has been organized under it. Every Rail-road company in Tennessee is interested in its construction, and will, at a proper time, take steps to forward it. The proper plan would be, to make it as a branch to the East Tennessee and Georgia road. The work of this company has progressed so far as to insure its completion. The next link in this chain is the East Tennessee and Virginia road. This work is in progress, but will require the fostering care of the legislature, and will certainly receive that aid, as it is so clearly the interest of the two most important companies of Middle and West Tennessee to aid all lines from Chattanooga to any part of the Atlantic coast.

The roads through Virginia, on this great line, are either finished or in rapid progress, and will complete the system. The great necessity for this line of roads may be strikingly illustrated by the fact that, although it is only 435 miles from Lynchburg to Chattanooga, the traveler will now find it best to go 1000 miles to get from one of those points to the other.

All the roads, now proposed, in the vicinity of the Memphis and Charleston road, will act as feeders. The Mobile and Ohio road is 470 miles in length, and will cross this nearly at right angles. Supposing it to be 180 miles from Cairo and 290 miles from Mobile to the point where the two roads intersect, it will then be, from the junction of the Mississippi and Ohio at Cairo, to Philadelphia, 72 miles nearer, by your road, than by the Pittsburg route. Any travel from Mobile, destined for the eastern cities, would come up to the Memphis and Charleston road to go eastward, as the nearest and most expeditious route.

The Nashville and Chattanooga rail-road is another feeder for your road. The travel from Nashville and a large portion of Middle Tennessee, destined for Memphis and New-Orleans, will come down to your road at the point of junction between the two.

Enough has been said to prove that, as a line of travel, this will certainly be the most important in the Union. This alone would make it a profitable road. But, as a freight road also, it will occupy the highest rank. It may be assumed, as an established truth, that any road of this length, passing through a rich coun-

try, will support itself. Now, this road, for its entire length, does pass over a country which cannot be excelled in fertility. There are but fifty miles of poor land on the whole road. Even the poorest land on this road will compare favorably with any land on some of the most flourishing roads in this country.

From the report of the engineer, Charles F. M. Garnett, Esq., we extract:

"As a line of travel, the Memphis and Charleston Rail-road possesses an importance which can scarcely be too highly estimated. Without concert of design, in fact without even the knowledge, on the part of the different projectors, of what each other was doing, there has been a system of rail-roads laid out, which when completed, may be called emphatically the highway of nations. Much of this system is already completed, and every link in the great chain is now under regular organization and in rapid progress. Four years will not elapse before the greater part, if not the whole, will be in full operation. There are now, finished and in process of construction, rail-roads, forming one unbroken line, from Memphis to Boston—and this line may be called *practically* straight. It is in fact the shortest line on which a road could be constructed between those points, the natural features of the country not admitting a shorter one. It is truly wonderful that the merits of this route should have been so long unknown to the public, for nature herself seems to have marked it out. Here is a line nearly straight, passing through the centre of the Union, on which the mountains have been levelled, as if by design. Though this line crosses all the mountain ranges, it encounters no grade, exceeding 68 feet per mile, and it is only on the Virginia and Tennessee Rail-road that this rate of ascent is used. The line generally follows natural valleys, where the grades are gentle and the work light. From Memphis to Lynchburg, a distance of 750 miles, the whole cost of constructing a road, of the most substantial character, and fully equipping it, will not reach \$15,000 per mile, although 500 miles of that distance traverse a mountainous region. If this great line had its termini in Memphis and Boston, it might well be called a national work. But this is not all. There are two schemes recently put on foot, at the extreme points of this line, which must add greatly to its importance. One is the plan of a canal across the isthmus of Tehuantepec, which is now exciting much interest in New-Orleans; the other is the 'European and North American Rail-way,' which may date its birth from a convention held in Portland, Maine, on the 31st of July last."

7.—NASHVILLE, CHATTANOOGA AND CHARLESTON RAIL-ROAD.

From the late Annual Report of V. K. Stevenson, Esq., we learn that the present amount, and distribution of the capital, and the amounts paid in, are as follows:

| CAPITAL. | | PAID IN. | |
|-------------------------------|-----------|--------------------|--------------|
| Subscription of Nashville.... | \$500,000 | Individuals..... | \$447,368 57 |
| " Charleston.... | 500,000 | Nashville..... | 500,000 00 |
| " Georgia R. R.... | 250,000 | Murfreesboro'..... | 30,000 00 |
| " Murfreesboro'.... | 30,000 | Charleston..... | 248,000 00 |
| " Individuals.... | 780,765 | Interest, &c..... | 7,963 36 |
| " State Bonds.... | 500,000 | | |
| <hr/> | | <hr/> | |
| \$2,560,765 | | \$1,233,332 13 | |

The total expenditure, \$1,026,937. The grading of 43 miles is completed, and in the course of the present year it is expected 70 miles of road will be finished. Whole distance from Nashville to the Tennessee River, 123½ miles. We extract from Mr. Stevenson's report the following view of the future of the road, in relation to the southern seaboard:

Before closing this Report, your Directors deem it not out of place to offer a few remarks as to the probable prospect for business and profit on your road. The object with the friends of internal improvement in the South—one of vital importance to the whole southern section of the confederacy, inasmuch as it is one means of securing the South a real, permanent independence—is to effect a safe, speedy, certain and uninterrupted communication between the valley of the Mississippi and the Atlantic. Various fruitless attempts have been made to secure this desirable object; but it was for your road to pierce the hitherto impassable barrier of the Cumberland Mountain, and open to the produce of the rich valley of the Missis-

issippi, a free passage to the waters of the Atlantic. In order to illustrate more fully the advantages of a system thus far so happily commenced, we think we cannot do better than to compare the distances between some suitable point on the Mississippi, and various points on the Atlantic coast. Cairo, at the confluence of the Mississippi and Ohio, is the nearest point—it is at the head of perpetual navigation, beyond all interruption, either from ice in winter or low water in summer—both of which frequently prevent navigation above that point on the Mississippi and Ohio rivers. It is the great reservoir for all the agricultural products of the north-west—the natural point of convergence for all the rail-roads from New-York, Boston, Philadelphia and Baltimore, as well as from Charleston and the Southern Atlantic ports. Now, what is the distance, and what would be the cost of construction of lines of rail-way from these different cities to this point; and what the progress made by the several Atlantic cities in reaching it? Boston and New-York both have continuous lines of rail-way to the north-eastern end of Lake Erie; Philadelphia and Baltimore have extended their lines westward, but neither has as yet reached the head-waters of the Ohio: and it will cost more to extend any one of these from its western end to Cairo, than the cost of the whole line from Charleston to Cairo. When our road is done, Charleston will be on the Cumberland below obstructions from ice; and if it be desirable to push the road further, there will be but about one hundred and forty miles of road to construct at a cost of about two millions of dollars;—thus completing the entire line from Charleston to Cairo at a cost of less than \$15,000,000; whilst the least cost at which any of the more northern competitors for the trade of the valley can reach the same point, will be three times as great, or \$45,000,000!—besides this difference in cost, Charleston is almost three hundred miles nearer to this desired point. With these advantages, the line to Charleston will command all the trade she chooses, or is able to carry; and the profit accruing to the stock of our road must be great.

Moreover, the improvement of the Cumberland River by slack-water navigation would cost but about four hundred thousand dollars; and such improvement would enable the boats from the Upper Mississippi and its tributaries, and which now have to tranship their freight at St. Louis, to bring their grain, pork, tobacco, &c., to Nashville, ship them to the seaboard; and in return for the produce thus quickly and economically delivered on the South Atlantic, take back supplies of imported goods to their homes on the Upper Mississippi, Illinois, and other tributaries of the great river.

It seems, therefore, evident to us, that this line of improvement is destined to produce a radical change in the business transactions of the Union; giving, as it will, to the southern states, the carrying trade of the great valley of the West, which has hitherto been monopolized by the northern lines of improvement. Then, if Charleston, as is at present indicated, should assert her proper position as a commercial city, and establish lines of Ocean Steamers to and from the principal ports of Europe, the merchant or planter of the Mississippi Valley need go no farther than the "Emporium of the South" to ship his produce, or receive his imported cargo.

8.—CONNECTION OF NEW-ORLEANS AND NEW-YORK.

MOBILE AND GIRARD RAIL-ROAD.

The Commissioners of this important enterprise have lately visited New-Orleans, and received from our citizens a very large subscription to their stock. When this route is finished, New-Orleans and New-York will be seventy-six hours apart, as thus:

| | Miles. | Hours. |
|--|----------|--------|
| New-Orleans to Mobile, (steamer)..... | 160..... | 10 |
| Mobile to Girard, opposite Columbus, Geo., rail-road, (to be built) 220..... | 220..... | 11 |
| Girard to Fort Valley, (in construction)..... | 71..... | 3½ |
| Thence to Macon, (built)..... | 25..... | 1¼ |
| Macon to Augusta, (built)..... | 160..... | 8 |
| Augusta to Branchville, (built)..... | 73..... | 3½ |
| Branchville to Manchester, (built)..... | 46..... | 2½ |
| Manchester to Wilmington, (to be built)..... | 143..... | 7½ |
| Wilmington to New-York, (built)..... | 594..... | 29½ |
| | 1497 | 76½ |

The length of this road is 233 miles, but the definite location will probably reduce it to 230 miles.

Cost of road formation, which includes grading, draining and bridging, estimated at \$1,472,000.

Cost of the superstructure, wood and iron, \$1,159,616.

Equipments for the road, including machinery, cars, station-houses, shops, &c., \$300,000.

Aggregate cost of all, complete, will be \$2,931,816, and the average cost per mile, \$12,000.

The report goes on to estimate the annual business and revenues of the road which are thus detailed :

| | |
|--|-----------|
| Fifty thousand through-passengers at \$7 | \$350,000 |
| Twenty thousand way-passengers at \$3 50 | 70,000 |
| Mail | 50,000 |
| Seventy-five thousand bales of cotton, at \$1 25 | 93,750 |
| Merchandise and groceries | 200,000 |
| Lumber and miscellaneous products | 20,000 |
| Gross receipts | \$783,750 |
| Expenses 40 per cent. on receipts | 313,500 |
| Net profits | \$470,250 |

Which is equivalent to 16 per cent. per annum on the capital stock.

"The traveler from New-Orleans will not hesitate in availing himself of this direct line of rail-road, in preference to the meanderings of a river with its dangers, delays and uncertainties. If he does not regard the time lost in fogs and upon sand-banks, his care for personal safety will not fail to remind him of the fires, explosions, and other disastrous accompaniments to western navigation; and to whichever point in the great segment radiating from Nashville to Savannah he may be destined, he will take his departure from the Gulf upon the Girard Rail-Road. So, also coming South—by whatever route the great tide of through-travel may commence its flow, it must eventually set upon our line—whether it comes by Savannah, by Charleston, by Wilmington and Manchester, by Raleigh, or (leaving the coast still farther) by the lines of the Virginia Valley and East Tennessee—come as it may, it must find an outlet by this rail-road—the main trunk towards which they all concentrate. So long as expedition and economy are consulted by the Postmaster-General and the traveling public, our proposed rail-road will command a monopoly of the through mail and travel.

"Under existing arrangements, a traveler leaving Mobile on Sunday, at 5 o'clock, P.M., reaches Augusta, Geo., on the following Friday, at 3 o'clock, A.M. Upon the completion of the rail-road between Montgomery and Atlanta, he would be able to reach Augusta on Thursday, at 6 o'clock, A.M.; and that is the best he can ever hope to do on the upper route, unless, as very few do and can, he consents to be jolted through 160 miles of staging from Stockton to Montgomery. But, as few are hardy enough to undergo this martyrdom, and many could not be allowed it, it is fair to make comparisons upon the usually traveled route. When the upper route is completed, then it will consume three-and-a-half days in making the journey from Mobile to Augusta. By the Girard Rail-Road, and connecting routes now in course of construction, the same journey can be performed in one day and a half, which shows a difference in favor of the lower route of two entire days:—a difference which cannot be diminished, unless the rail-road from Montgomery to West Point should make a connection with the Girard Rail-Road; and even in that event the lower line, from the directness of its course, must retain great advantage in time and distance over the circuitous route in Georgia, by which the mail is now conveyed. Mails and passengers from Mobile, destined for New-York, by taking a steamer at Savannah, can be conveyed through in four days, upon the completion of your road and its eastern connections—a speed that will distance and defy all competition.

"The construction of a branch road thirty miles in length, will connect your

road with the two great lines to Nashville and Lynchburg; thus at once opening a rail-road communication between Mobile and the Great West. This is a connection now designed to be accomplished by a herculean enterprise, involving the construction of five hundred miles of rail-road, at an expense of nine millions of dollars.

"Our route passes within forty miles of Pensacola, the great naval depot of the south. From this port, also, an improvement is projected at great cost; the full benefits of which will be realized to its movers by a connection with our road requiring but forty miles of rail-road construction."

9.—LOUISVILLE AND MEMPHIS RAIL-ROAD.

We note the particulars of a late meeting in Memphis, at which it was resolved, to hold in Jackson, Tennessee, a Convention, in the month of May next, of all persons and neighborhoods interested in the rail-road from Memphis to Louisville. We referred in our last number to some of the advantages of this road, and add the following:

1. The road will render certain, rapid and regular, the mail service between Louisville and Memphis.

2. It will throw into Memphis thousands of persons that now pass up and down the Mississippi river without stopping.

3. It will also throw all this travel by Nashville, and thus make it a great thoroughfare for thousands of persons, who now pass through the country without even seeing that city.

4. It cannot fail to add to the importance and profit of the Memphis and Charleston work, for the reason (as stated before) that a part of this road must be the Memphis and Louisville line for this greatly increased travel, and for the mail service.

5. It will also be important to Nashville, inasmuch as it will most certainly divert the Mobile and Ohio Road from its present contemplated route, and throw it through Nashville, to the Ohio at Louisville, instead of at Cairo. Connect NASHVILLE, as a centre with Memphis, Louisville, Mobile and Charleston, and but a short time will elapse before it will be connected with Cairo; for this will place *Missouri and Illinois* in a direct line of communication with the *Atlantic at Charleston and Savannah*.

Let Nashville and Memphis—let the middle and western divisions of the State, look to it, and send to our next Legislature the right sort of men.

GAYOSO.

10.—SAVANNAH AND HER RAIL-ROADS.

We notice that the arrangement, for some time contemplated, of the junction of the rail-roads at Macon, has been perfected. The terms have been arranged by the City Council of Macon and the Central Road, a great majority of the citizens of Macon voting favorably to the object.

By this, the Columbus Road, uniting with the South-western, will be connected without break with the Central Road,—so of the Macon and Western and the State Road, which will thus be also united, making the continuous line of rail-road travel on the latter route 431 miles—and on the Columbus route, when finished, some 280 miles—and all in Georgia.

This great object accomplished, Savannah must feel its favorable influences very soon. That it gives our sea-port every advantage that itself could desire, is evident. Her commerce must be greatly increased, and with her ocean steamers and her uninterrupted rail-road line, she must in time pass most of the travel.

She ought to be the Commercial Emporium of the South. If legislative facilities are required by the business men of our sea-port to advance our commercial prosperity, let it be freely and cordially granted. It is the policy and duty of our government to foster, in every legitimate way, this great branch of State prosperity. Charleston has ever felt the friendly impulse of its own State government; she is never refused her requests in all that is required to make her *the*

sea-port of the South; and bountifully does she return all that is done for her, in the rich fruits of an extensive commerce, the influence of which is felt in every pursuit and by every citizen. Such is the immense importance of her sea-port to our sister State, that the question may well be put, "without Charleston, what would she be?" Georgia is quite too extensive in domain—in variety of natural wealth and resources—in population, in intelligence, and the multiplied means for its general diffusion—ever to be asked such a question in relation to her sea-port, or any other, however prosperous; but the question may be asked, and with an emphasis which should reach every citizen, what may not Georgia be, when in addition to her own great resources, she draws to her bosom the mighty commerce of the West, and makes the world tributary to her, as from her sea-port she dispenses it to every quarter of the earth?

We wish her the realization of the utmost prosperity from all these sources of aggrandizement—she has our best wishes, from our own good will, as well as our interest in the prosperity of our State—and she deserves them all by her own energetic and self-sacrificing efforts for their accomplishment.

11.—OPELOUSAS RAIL-ROAD, LOUISIANA.

The citizens of Opelousas, appreciating the difficulties of organizing themselves,—long afflicted with the *vis inertia* so prevalent in our State, but yet earnestly desirous of connecting themselves with the Mississippi, and thus with the great world of progress beyond, "whereof they have something heard by parcels, but not intently"—have offered a bonus of one hundred thousand dollars to any individuals or Company who will undertake and complete the construction of a rail-road between those points.

It will be remembered, that in the flourishing bank era of Louisiana, when "shin-plasters" were so abundant as to be carried in men's hats, rather than their pocket-books, the Atchafalaya Bank was chartered with a capital of \$500,000, for the purpose of building a road from Morganzia, in the parish of Point Coupee, to Opelousas. The history of the Company is a curious one, but it soon went into bankruptcy, without effecting any thing more than a *survey* of the route, and constructing some work-shops, etc. An effort was afterwards made to build the road by direct appropriation, but being vetoed by the governor, it wanted in the Legislature but a single vote of being passed over his head, so urgently required was the road at that time believed to be.

Why the matter has slept for fifteen years, it is difficult to say, unless the usual excuse of general apathy in regard to *all* improvements, be alleged. However, it is never too late, we are told, if the lamp be burning still, for the "vilest sinners to return;" and the people of St. Landry have only to take hold of the work with energy to see it accomplished. With so fair a showing as they make, capitalists will not be long in repose.

The length of this road will be 36 miles; and we are assured by gentlemen familiar with the country, that a route far more favorable in every respect than that of the old survey may be adopted, passing through the town of Washington. Should the passage of the Atchafalaya by bridges prove a serious objection, steamers may be used for the transportation of cars, as on many northern roads. The whole construction, it is believed, will not involve an outlay of more than \$350,000. We extract from the Saint Landry Whig:

"The question now is, 'Will we get capitalists to accept our offer?' That the road will pay well, perhaps equal to any in America, there can be no doubt. Taking the route over lands free from overflow, save three or four miles, the distance to the river will be about thirty-six miles. Adjacent to the road the finest cypress abounds, so that the superstructure in wood, from Washington to the river,

may be made by timber growing almost immediately on the track. The cost of the road, including clearing, grading, draining, superstructure of wood and iron, station houses, shops, and cars, cannot, I presume, amount to more than \$350,000.

Now, on the hypothesis that the road would transport the whole of our exports and imports, leaving out of view the immediate and immense increase of our staple products, and the growing up of other agricultural and grazing interests, so soon as the road shall have been completed, let us make an estimate of the probable income to the proprietors:

| | |
|--|----------|
| 12,000 hhd. sugar, at \$1..... | \$12,000 |
| 18,000 bales cotton, at 37½ cts..... | 5,000 |
| 20,000 bbla. molasses, 37½ cts..... | 7,000 |
| 20,000 beeves, \$1..... | 20,000 |
| 10,000 calves, 50 cts..... | 5,000 |
| 10,000 sheep, 50 cts..... | 5,000 |
| Merchandise, (return freight)..... | 10,000 |
| Passengers..... | 10,000 |
| Picus, staves, shingles, hoop-poles, lumber, etc..... | 5,000 |
| 100,000 cords wood, sold at the river terminus at a profit of \$1 per cord..... | 100,000 |
| 5,000 cords wood, sold at Opelousas and Washington..... | 5,000 |
| Hides, horns, vegetables, poultry, game and moss..... | 2,000 |

\$186,000

"It will be no less interesting than astounding to those who have not given the matter their reflection, to estimate the annual loss to the parish for the want of this road. For example, let us take the two items of beeves and cotton for the year 1850, as an illustration. Our beeves, fresh from the grass of the prairies, would be worth \$5 per head more in New-Orleans than when driven as they now are down the coast. The cost of driving, including escaping and crippling of beeves, amounts to about \$3 per head. Now, allow two dollars for transporting by the cars and packet boats per head (if they be not slaughtered at Opelousas), and we lose on each head six dollars. It is estimated we shall lose two and a half cents on ten thousand bales of cotton of last year's crop. Now see the result:

| | |
|--|------------------|
| 40,000 beeves, less per head, say \$6..... | \$240,000 |
| 10,000 bales cotton " bale, " 9..... | 90,000 |
| | <u>\$330,000</u> |

Thus we might assert without exaggeration, that the losses upon beef cattle and cotton, for the year 1850, would probably suffice to construct the whole work.

"The writer is personally acquainted with the route from Opelousas to the Petit Prairie Bayou (by way of Washington) more than half the whole distance, having hunted over the ground frequently, and he defies contradiction when he asserts, that a road can be made from Opelousas by way of Washington to the Petit Prairie Bayou, diverging but little from a direct line, and not an acre of which was overflowed in 1850. It is true, the most of the route will pass over a perfect plane, and the greater portion of the road must be ditched after leaving Washington, to free it from rain water. Of the balance of the route I have no personal knowledge; but the late engineer of the State, Col. Williams, in his report to the Legislature for the year 1848, says there are but four miles of overflowed land, and that requiring an embankment averaging not more than three feet high. We also learn from said report, that a road has been cut from the river almost to the Atchafalaya on the Bayou Foudoche. He, whilst State Engineer, caused a road to be cut out forty yards wide from the Atchafalaya to within two and a half miles of Bayou Ouaksha, leaving but seven or eight miles of the whole route to be cleared of timber.

12.—ESSAY ON PLANK ROADS.—NO. 1.

We are indebted to Mr. Gregg for an elaborate and valuable article upon this subject, which, in consequence of its length, we shall be obliged to divide into two or three numbers.

A charter of incorporation for a company to build a plank road from Charleston to the Mountains was obtained from the Legislature of South Carolina at its last session, by a company of gentlemen of Edgefield, together with a few individuals of this city. The plan is to commence at Charleston and proceed to the vicinity of Abbeville Court-House, taking the direction of the South Carolina Rail-road, and crossing the Edisto between Branchville and Orangeburgh; there striking the dividing ridge between the two Edistos, which leads without crossing water to the ridge which divides the waters of the Savannah and Saluda. There is probably no location in the United States which will afford easier average grades. They may certainly be reduced to one foot in fifty both ways as far as Abbeville, and beyond that to Pendleton, one in thirty.

In the list of great improvements which characterize the present age of progress, and which have aided so materially in widely diffusing the comforts of human life, the plank road is destined to occupy a prominent place. Good common roads tend to change the condition of the planter or farmer, wherever they are extended.

The plank road gives him a thoroughfare infinitely superior to any other, not excepting rail-roads. The superiority consists in its peculiar adaptation to the wants of a people, who necessarily maintain a large number of mules and horses, which are fed and kept in idleness, at a season of the year when crops are sent to market:—a motive power, which would carry a crop to market on a plank road without cost, except for tolls. The traveling community, too, will, by the same means, move without being subjected to the rules and regulations of others, as to time, speed, or equipage, in which they desire to travel. The cheapness and facility with which plank roads may be constructed in our state, need only to be made known to produce a change which will, in after years, annihilate one of the greatest evils known to our country:—the mud and mire through which our bulky and valuable products are yearly dragged to market. In many parts of our country this is a source of involuntary hermitage, for a day's journey is not attainable, except through roads which seem to have concentrated all the evils that could embarrass a traveler. Plank roads, by penetrating our forests, will find material for their construction, and afterwards afford the means of carrying them into portions of our state where the timber has been exhausted. They will be the means of redeeming and settling lands hitherto considered useless. When introduced, they will so expedite travel, as to bring a large range of our surrounding country so near to us, as to be, as it were, the environs of our city. The plank road is the road of the people, open to all, affording relief to the beast of burden, multiplying and cheapening the means of carrying produce to market, and affording a delightful means of travel. We can trace back their origin to Russia, but are unable to fix a date. They were introduced into Canada in 1834, in our northern states in 1846, recently in Georgia, and other southern and western states. They have superseded McAdamised roads, and in some instances have held successful competition side by side with rail-roads. Even in countries where stone is abundant, and wood comparatively scarce, they are one-half cheaper than McAdamised roads, and one-fourth of the cost of rail-roads; and when constantly used by heavy burthened wagons so as to wear them out before they rot, they are more durable than McAdamised roads, including the outlay necessary to relay the plank road once in seven years. A horse or mule will draw twice the weight on a plank road that he could on a McAdamised one, travel with greater speed, more ease to himself, and less wear to the vehicle which he draws. The state of New-York, the first to introduce them, in the course of five years, has extended this species of improvement to over a thousand miles, which she has now already completed, and in daily use.

In the whole history of internal improvements, there is scarcely any thing to surpass the rapidity with which this system has developed itself. Plank roads by the side of rail-roads are in use in New-York, and paying 10 to 15 per cent., carrying passengers at two cents per mile.

EDITORIAL AND LITERARY DEPARTMENT.

1.—EDUCATION AT THE SOUTH.

WE have read with pleasure an address delivered at the University of Virginia, upon the subject of Education in Virginia, and throughout the South, by R. H. Garnett, Esq. This gentleman was, we believe, the author of the pamphlet, "The Union, Past and Present," which created such a sensation, and is without doubt one of the rising stars of that commonwealth which has been the mother of states and statesmen. Space will not admit of an analysis of the address, which is a classical and patriotic production; and we can only make a single extract in which the author places Virginia and the South far once *rectus in curia*.

"It is true, that some Northern writers have cooked over the old dishes of the schools about aristocracy, democracy, and monarchy, and the notions which the liberal thinkers of the last century made common-places: and it is evidently on such food that Northern statesmen have been reared; but all that is deep, and original, and vital in American politics, is Southern. You will feel the difference sensibly if you compare the writings of the elder Adams with those of his great rival, Jefferson, or with Taylor's. And who is worthy to be named in the same breath with the transcendent Carolinian we still mourn, and on whose imperishable glory death has placed his seal? No speeches were so widely or so eagerly read on their first appearance as his, for all felt them to be the final word on his side of every great question; but still more earnestly will they be studied by future ages, for they are the not wholly disjointed members of a great body of political philosophy, which the world has rarely seen equalled, and never surpassed. And if the South has done but little in other departments of literature, it is, that she there missed the stimulus, which the Constitution has hitherto secured to her slave-holders in politics. It would seem that studies not immediately connected with our practical interests, need the stimulus afforded by concentrated wealth, concentrated either by the patronage of a central government, which, as in imperial Rome or France, makes an imitative literature, or in the hands of individuals, and by the patronage of rival institutions and centres of activity, which creates an original literature, as in Greece, Germany and England. Now, this stimulus the South has entirely wanted. It is

true, there is a great degree of physical well-being amongst her population, and a higher average of wealth amongst her whites, than in any other part of the world; but the habits of her people require many things as necessities, which are elsewhere regarded as luxuries, and this high standard of comfort diminishes the surplus which is destined to purchase the refined elegancies of life, and to support literature and the arts. Yet this surplus would have been ample; and though we have no such overgrown fortunes as Astor's or Girard's to spare out of their abundance to letters, yet we might have concentrated our means to great literary advantage by voluntary associations, had not even this surplus been exhausted by the course of Federal taxation and legislation, by which we have lost the use of an average amount, since 1790, of seventy odd millions of dollars of our commerce, and at the same time, paid in taxes a tribute averaging some fourteen millions of dollars per annum, to be spent at the North. And with the ability to encourage our own literature, we began to lose the desire—to lose that faith in ourselves, and our own duties, and our own institutions, without which no nation has ever accomplished anything great. The origin of this feeling goes far back; the Revolution found us with entails, primogeniture, and an established Church, and also with their natural consequence, a well educated class, of whom our Wythes, Pendletons, and Masons, our Madisons, Jeffersons, and Randolphs, were the representatives; men whose minds were trained to such soundness of judgment, that they could see the injustice, and the invidious distinctions of the system they grew up under, and be the first to abolish it. But in escaping the evils of the system, we lost the advantages it conferred, for no system of education adapted to the new order of things took its place.

Therefore the men of the next generation were greatly inferior to their fathers in learning, and the few who received education at Northern Colleges, brought back second-hand history and shallow philosophy. They joined the place-hunting politicians in an outcry against Southern indolence, and its fancied cause, Southern Slavery; they pointed us to Northern opulence and the growth of Northern cities, not as what they really are, the fruit of the tribute that has dwarfed our own cities, but as examples of their superior enterprise and industry, until at last we began to believe, what was so often dinned into our ears, that slavery was the moral, social, and political evil they pretended. Mr. Jefferson saw this danger, and designed the University to avert it. He says, in a letter

written soon after the Missouri question was settled, that on this institution "the fortunes of our country may depend more than may meet the general eye. The reflections that the boys of this age are to be the men of the next; that they should be prepared to receive the holy charge, which we are cherishing to deliver over to them; that in establishing an institution of wisdom for them, we secure it to all our future generations; that in fulfilling this duty, we bring home to our own bosoms the sweet consolation of seeing our sons rising under a luminous tuition, to destinies of high promise; these are considerations which will occur to all; but all, I fear, do not see the speck in our horizon, which is to burst on us as a tornado, sooner or later. *The line of division lately marked out between different portions of our confederacy, is such as will never, I fear, be obliterated*, and we are now trusting to those who are against us in position and principle, to fashion to their own form the minds and affections of our youth. If, as has been estimated, we send three hundred thousand dollars a year to the northern seminaries for the instruction of our own sons, then we must have there five hundred of our sons, imbibing opinions and principles in discord with those of their own country. This canker is eating in the vitals of our existence, and if not arrested at once, will be beyond remedy. We are now certainly furnishing recruits to their school.

2.—SOUTHERN UNIVERSITIES AND

COLLEGES.

| | Teachers. | Std's. |
|--------------------------------------|-----------|--------|
| St. John's.....Annapolia, Md. | 6 | 30 |
| St. Mary's.....Baltimore | " | 20 175 |
| Mt. St. Mary's.....Emmetsburg | " | 24 126 |
| St. James.....Hagerstown | " | 10 32 |
| Washington.....Choptertown | " | 5 70 |
| Georgetown.....Georgetown, D.C. | 11 | 180 |
| Columbia.....Washington | " | 10 55 |
| Wm. and Mary.....Williamsburg, Va. | 6 | — |
| Hampden Sydney, Prince Ed. Co. | " | 6 25 |
| Washington.....Lexington | " | 6 81 |
| Univer. Virginia.....Charlottesville | " | 10 212 |
| Randolph, Macon, Boydton | " | 11 145 |
| Emory.....Glade Spring | " | 4 35 |
| Rector.....Taylor Co. | " | 3 50 |
| Bethany.....Bethany | " | 6 113 |
| Richmond.....Richmond | " | 4 72 |
| Va. Mil. Inst.....Lexington, N. C. | 6 | 150 |
| Univer. N. Carolina.....Chapel Hill | " | 9 150 |
| Davidson.....Meklenburg | " | 3 44 |
| Wake Forest.....Wake Forest | " | 3 24 |
| Charleston.....Charleston, S. C. | 6 | 70 |
| S. Carolina.....Columbia | " | 8 219 |
| Erskine.....Abbeville | " | — 88 |
| Franklin.....Athens, Geo. | 8 | 125 |
| Oglethorpe.....Milledgeville | " | 5 45 |
| Emory.....Oxford | " | 6 126 |
| Mercer.....Penfield | " | 5 61 |
| Christ Col.....Montpelier | " | 4 35 |
| Univer. Alabama.....Tuscaloosa, Ala. | 9 | 92 |
| La Grange.....La Grange | " | 6 76 |
| Spring Hill.....Spring Hill | " | 12 70 |
| Howard.....Marion | " | 6 40 |
| Oakland.....Oakland | " | 6 64 |

| | Teachers. | Std's. |
|--------------------------------------|-----------|--------|
| Univer. of La*.....New-Orleans, La. | — | — |
| Centenary.....Jackson | " | 5 49 |
| St. Charles.....Grand Cotan | " | 21 103 |
| Baton Rouge.....Baton Rouge | " | 4 45 |
| Franklin.....Opelousas | " | 4 70 |
| Greenville.....Greenville, Tenn. | 2 | 41 |
| Washington.....Washington | " | 2 42 |
| Univer. Nashville.....Nashville | " | 7 45 |
| Franklin..... | " | 6 85 |
| East Tenn.....Knoxville | " | 5 57 |
| Cumberland.....Lebanon | " | 6 61 |
| Jackson.....Columbia | " | 5 26 |
| Union.....Murfreesboro | " | 4 70 |
| Pennsylvania.....Lexington, Ky. | 7 | 50 |
| St. Joseph's.....Bardstow | " | 17 126 |
| Center.....Danville | " | 5 130 |
| Augusta.....Augusta | " | 4 51 |
| Georgetown.....Georgetown | " | 7 78 |
| Bacon.....Harrodsburg | " | 4 60 |
| West. Military.....Georgetown | " | 9 70 |
| Shelby.....Shelbyville | " | 4 93 |
| Univer. St. Louis.....St. Louis, Mo. | 17 | 100 |
| St. Vincent.....Cape Girardeau | " | 12 90 |
| Masonic.....Marion Co. | " | 5 45 |
| Mo. University.....Columbia | " | 12 52 |
| St. Charles.....St. Charles | " | 5 60 |
| Fayette.....Fayette | " | 2 75 |

SOUTHERN THEOLOGICAL SCHOOLS.

| | Teachers. | Scholars. |
|----------------------------------|-----------|-----------|
| Episcopal.....Fairfax, Va. | 4 | 38 |
| Presbyterian.....Prince Ed. | 3 | 20 |
| Baptist.....Richmond | 3 | 67 |
| Presbyterian.....Columbia, S. C. | 3 | 24 |
| Lutheran.....Lexington | " | 2 10 |
| Baptist.....Fairfield | " | 2 30 |
| Baptist.....Penfield, Ga. | 3 | 40 |
| Baptist.....Marion, Ala. | 3 | 10 |
| Baptist.....Covington, Ky. | 4 | 17 |
| Presbyterian.....Maryville, Ten. | 2 | 24 |

SOUTHERN LAW SCHOOLS.

| | Prof. | Scholars. |
|--------------------|-------|-----------|
| Williamsburg, Va. | 1 | 32 |
| Charlottesville | 1 | 71 |
| Chapel Hill, N. C. | 1 | 10 |
| Tuscaloosa, Ala. | 1 | — |
| Lexington, Ky. | 3 | 75 |
| Lebanon, Tenn. | 1 | 25 |
| New-Orleans, La. | 4 | 35 |

SOUTHERN MEDICAL COLLEGES.

| | Prof. | Scholars. |
|----------------------|-------|-----------|
| Baltimore, Md. | 6 | 100 |
| Washington, D. C. | 6 | 25 |
| Washington, D. C. | 6 | 40 |
| Charlottesville, Va. | 3 | 45 |
| Richmond | 6 | 75 |
| Winchester | 5 | — |
| Charleston, S. C. | 8 | 158 |
| Augusta, Geo. | 7 | 115 |
| New-Orleans, La. | 7 | 165 |
| Memphis, Tenn. | 8 | — |
| Louisville, Ky. | 6 | 242 |
| Lexington | 7 | 214 |
| St. Louis, Mo. | 9 | 75 |
| " | 9 | 102 |

* Not organized yet, except Grammar School, though with splendid superstructures.

† We cannot learn the number of students, but receive a monthly bulletin from the College, which shows the institution to be flourishing. There have been some difficulties we know of a local character, but we are assured that with a proper effort, Memphis may build up a school in every respect equal to that of Louisville.

EXPENSES NORTHERN AND SOUTHERN COLLEGES.

| | College Expenses. | Board. | Others. |
|---------------------|-------------------|--------|---------|
| Harvard..... | \$90 | \$80 | — |
| Yale..... | 54 | 80 | 20 |
| University, Va..... | 98 | 110 | 20 |
| Do. N. C..... | 61 | 90 | 20 |

JEFFERSON COLLEGE AND MILITARY INSTITUTE.—Nothing affords us more gratification, than to observe and announce new proofs of Southern improvement. We have recently spoken of Oakland College in Mississippi. We now learn that the oldest literary institution in that State, Jefferson College, near Natchez, has been revived. It is to be conducted on the military plan. Washington is an agreeable village, six miles from Natchez, in a healthy country, and accessible from all parts of Louisiana. We commend it, as well as the other excellent college, to parents seeking a good school for their sons.

3.—THE MINERALS OF LOUISIANA.

Dr. J. Holliday, of Harrisonburg, Catahoula Parish, Louisiana, has placed in our charge a very splendid collection of the minerals of Louisiana, which we shall be glad to exhibit or dispose of for any private gentleman's cabinet, or any school or college. The price is one thousand dollars, and there are 1,836 specimens, to wit: yellow Cornelian, 300; red, 67; Crystallized Quartz, 30; Feldspars, 12; black Jasper or Jet, 100; Fossil shell, Isolated shell, Ribbon Jasper, Amonite, Fossil wood, miscellaneous specimens, 200; Sardonix, 150; Onyx Agates, large, 300; small, 367; Rose Quartz 93; Smoky do., lead colored, Jasper and Calca-long, Jasper and Quartz; Jasper, red and black, Jasper, brown and red, 43; Jasper, brown, 20; Jasper, red, 20; Mountain wood, 20; Impressions of marine shells, on rock, 15; Impressions of worms, Indian Calumet, 6 Indian hatchets, 2 Paint Cups, &c. These pieces were all picked up in the region surrounding Harrisonburg; some on the surface of the Pine hills, on a bar of the Ouachita, nearly opposite the town, and likewise on the bars and creeks and rivulets. The collection was begun in 1842, and the owner has worked upon it with untiring labor in collecting and polishing to the highest degree, rising two or three hours before the sun. He thinks it would be impossible now to make a similar collection, the specimens being exhausted.

In addition to the Louisiana specimens,

Dr. Holliday's collection embraces some pieces of interest from other quarters; such as Garnet, Serpentine, etc., etc. We should like to see his labor of love properly appreciated and rewarded, and trust that his collection will not have to go out of Louisiana for a purchaser, inasmuch as it is the only one that has ever been made in the State. The University should favor it.

4.—THE DANGERS WHICH ENVIRON SLAVES IN THE UNION.

Gen. Felix Houston delivered, not long since, an address at Lexington, Miss., in which he reviewed the causes injuriously affecting the prospects of the Slave States, and concluded with a recapitulation, which, as the expression of the whole of a great matter in a nut-shell, we take the liberty of quoting.

1st. From the abolition feeling in the North which threatens its destruction, manifested as follows:

2d. The exclusion of slavery from all the territories.

3d. The abolition of slavery in the District of Columbia, in the docks, navy yards, on the high seas, and in all places subject to the legislation of Congress.

4th. The opening of diplomatic relations with Hayti and Liberia.

5th. The Ebony line.

6th. The prohibition of the slave trade between the States.

7th. Continual agitation, the formation of abolition societies, the union of the churches against slavery, and abduction of slaves from the border slave-holding States.

8th. Nullification of the article of the Constitution providing for the surrender of fugitive slaves.

9th. Receiving negroes as citizens in the non-slave-holding States, and claiming for them the rights of citizens in the slave-holding States, and the right to hold office under the General Government.

10th. The colonization of Abolitionists in the border slave-holding States.

11th. The seductions of the General Government, which, by its wealth and patronage, bribes Southern members of Congress to betray their constituents.

12th. Adverse legislation, and throwing the burdens of Government on the productions and labor of the South.

13th. The enormous and vastly increasing expenditures of Government.

14th. The expenses of defences against the Indians, exploring the country, surveying the Pacific coast, erecting light-houses, and supporting territorial governments in countries from which the South is excluded; which may, in the aggregate, be set down at no less than twenty millions of dollars per annum.

15th. The destruction of the equilibrium of the Government, as between the slave-holding and the non-slave-holding States.

16th. The present and increasing preponderance of the non-slave-holding States, numerically, by vast foreign emigration, both by the Atlantic and Pacific sea-boards, and also by removals from the Southern States; and, as States, by the rapid formation of state governments out of the territories, and division of States which are too large, and to increase the majority in the Senate.

17th. The danger of losing the border slave-holding States.

18th. The injury inflicted on us by opening the way to white emigration, and closing it to slave emigration.

19th. The effect which crowding the negro race on the cotton-growing States will have.

20th. The danger of an opinion gaining ground that slavery will soon end, and its ruinous effects.

21st. The danger of the idea of Northern superiority, and sympathy with the negro race, and of Southern inferiority and cowardice, spreading amongst our negroes, and rendering them dissatisfied and rebellious.

22d. The danger of distrust of our negroes spreading amongst ourselves, and leading to extermination.

23d. The withdrawal of capital from the Southern States, desire to sell and emigrate, depreciation of property, general gloom and depression, and ultimate ruin.

24th. The annexation of Canada.

25th. The doing away with the three-fifths basis of representation.

26th. Propositions for government appropriations, and various devices to forward the abolition of slavery.

27th. The abolition of slavery by the amendment of the Constitution.

5.—CENTRE OF THE UNION MOVING WEST.

We have seen the calculation somewhere, that the population of the Union has been sweeping westward, wave-like, at the rate of about 13 miles per annum. At this rate it is a simple problem to tell when we shall reach the Pacific, though as to all afterward there may be some doubt. Already it has ceased to be an adventure of romance, as when Irving wrote his "Astoria," to visit the spot where

"Rolls the Oregon,

And hears no sound save his own dashing;" and the invitation of Humphreys is divested of all its poetry:

—"Together let us rise;

Seek brighter plains and more indulgent skies,
Where fair Ohio rolls his amber tide,
And nature blossoms in her virgin pride."

Dr. Patterson, of Philadelphia, thus calculates the centre of representative population:

In 1790, the centre of representative population was in Baltimore county, Md., forty-six miles north, and twenty-two miles east, from Washington. In 1800, it was in Adams county, Pennsylvania, sixty-four miles north, and thirty west, from Washington. In 1820, it was in Morgan county, Virginia, forty-seven miles north, and seventy-one west, from Washington. In 1830, it was in Hampshire county, Virginia, forty-three miles north, and one hundred and eight west, from Washington. In 1840, it was in Marion county, Virginia, thirty-six miles north, and one hundred and sixty west, from Washington. Thus, it would appear, that the centre of representative population has kept nearly on the same parallel of latitude for fifty years; the latitude of 1840 being within ten miles of that of 1790. It has in the same fifty years moved westward one hundred and eighty-two miles.

Thus we perceive, that the mass of representative population is moving westward with accelerated velocity. The following statement exhibits the movement West:

| | |
|---------------------------|----------------|
| From 1790 to 1800, it was |13 miles. |
| " 1800 to 1810, " |39 " |
| " 1810 to 1820, " |41 " |
| " 1820 to 1830, " |37 " |
| " 1830 to 1840, " |52 " |

The centre of representative population is now just about the Ohio River.

6.—METEOROLOGY OF NEW-ORLEANS.

We are indebted to Dr. E. H. Barton for his valuable Meteorological Tables of New-Orleans, for 1850. They are the most minute and accurate, and we could wish to preserve them entire, did space permit. Dr. Barton is one of the most minute observers of meteorological changes in America, and has prepared some most curious and interesting charts and reports for various societies, periodicals, boards of health, etc. We give his account of temperature at New-Orleans last year:

| THERMOMETRICAL AVERAGES. | | | | | | | Barometric Average. |
|--------------------------|---------------|-----------|-----------|-----------|---------------|-------|------------------------|
| 1850. | At | At | At | At | Total | Days. | |
| | sun- rise. | 9 A.M. | 3 P.M. | 9 P.M. | aver- age. | | |
| | detached. | atc'd. | atc'd. | ditc'd. | | | |
| Jan... | 56.35 | 61.60 | 67.19 | 59.93 | 62.34 | 30 | 05.92 |
| Feb... | 51.46 | 58.75 | 65.96 | 55.07 | 58.11 | 30 | 08.66 |
| Mar... | 60.96 | 65.48 | 68.22 | 63.93 | 65.90 | 30 | 00.01 |
| Apr... | 62.10 | 69.56 | 72.44 | 68.50 | 68.15 | 30 | 01.04 |
| May... | 67.64 | 73.33 | 75.74 | 72.83 | 74.28 | 29 | 99.98 |
| June... | 73.66 | 79.66 | 79.40 | 77.40 | 77.54 | 30 | 00.99 |
| July... | 77.61 | 82.64 | 84.12 | 82.46 | 81.70 | 30 | 04.44 |
| Aug... | 78.68 | 84.51 | 85.74 | 82.71 | 82.91 | 30 | 03.06 |
| Sept... | 74.93 | 81.91 | 84.14 | 81.34 | 80.45 | 30 | 04.45 |
| Oct... | 65. | 72. | 74.79 | 70.53 | 71.35 | 30 | 09.50 |
| Nov... | 57.30 | 61.34 | 66.46 | 60.16 | 61.31 | 30 | 20.82 |
| Dec... | 47.93 | 55.68 | 62.38 | 56 | 55.49 | 30 | 13.07 |
| Total. | 64.46 | 70.53 | 73.88 | 69.23 | 70.05 | 30 | 07.77 |

7.—MERCANTILE SOCIETIES OF CINCINNATI AND ST. LOUIS.

The *Cincinnati Society* includes 1,694 members; 1,292 volumes were added to the library last year. The Society has purchased a complete set of Bohn's publications, 240 volumes of the most select and valuable works. The library now contains 11,000 volumes. Several courses of lectures have been delivered before the Society during the past year.

Joseph C. Butler, *President*.

James Lupton, *Vice-President*.

R. L. Fabian, *Cor. Secretary*.

H. D. Huntington, *Rec. Secretary*.

W. H. Neff, *Treasurer*.

The *St. Louis Society* includes among its members, 248 clerks, 220 proprietors, 159 beneficiaries. Receipts in the past year, \$5,578 08. Twelve lectures were delivered, producing \$1,754. Volumes in the library, 5,142. Whole property of the Society valued at \$11,261 93.

Hudson E. Bridge, *President*.

Conrad R. Stinde, *Vice-President*.

J. W. Stith, *Treasurer*.

G. R. Robinson, *Cor. Secretary*.

John A. Allen, *Rec. Secretary*.

W. P. Curtis, *Librarian*.

8.—PRESERVATION OF TIMBER.

We are indebted to Chas. H. Sheafe, Esq., of New-Orleans, for a pamphlet prospectus of Payne's process for preserving timber, of which he has been appointed agent; and we also had the pleasure, in company with Mr. Sheafe, of examining a number of specimens of wood taken from the forests of Louisiana, which had been subjected to the process. The manner is to exhaust the pores of the wood *in vacuo*, and then, by mechanical forces, to insert in lieu, or by absorption, certain acids, which completely saturate, discolor, harden, and increase the weight of the wood. The pieces we examined seemed almost like fossil-wood, and were prepared in New-York, though it is proposed to establish a company here, for the purpose of carrying on the work.

"Wood subjected to this process, will be found proof against wet or dry rot in every situation, and under every circumstance; will not communicate flame, and the metallic properties it has acquired, will effectually resist the attacks of insects. Nor do the advantages of this process end here. The

most porous, the softest, and of course the cheapest woods, are rendered equal, in point of usefulness, durability and strength, to the hardest and best descriptions of timber. Wood thus prepared, is still susceptible of the finest polish; and, moreover, by the use of given solutions, can be dyed throughout, with many of the most approved colors."

The process of Payne is now adopted in England, France, Germany, Russia, etc. It is used on the rail-roads of France, with the medal of Louis Napoleon, and the timber for the Panama Rail-Road is to be *Panized*. The wood will neither warp nor shrink. The expense of preparation is comparatively trifling.

9.—PHONOGRAPHY,

Which means writing according to the sound: but if any one expects in this way to change all the literatures on earth, he has more faith than we. Mr. Rufin Stroud, a Baptist clergyman, claims to have been the inventor of this system, and has called at our office to exhibit a pamphlet which he published on the subject, in 1839, at Tuscaloosa, Ala. He now hands us his alphabet, and proposes to deliver some lectures, though in New-Orleans, it is likely, he will not be over-crowded with hearers. Men who travel these recondite ways, must not expect very much sympathy. The last thing in the world to bring to New-Orleans for a market is metaphysics, and the last thing in the world to recommend a man here, that he is,

In logic a great critic,
Profoundly skilled in analytic;
He can distinguish and divide
A hair 'twixt south and south-west side.

We have only space now to give Mr. Stroud's vowels, diphthongs and compounds, and to wish him every success which his most ingenious system could realize. If we lack faith, that does not take from his merits, which we are happy to acknowledge throughout:

The primary or uncompounded vowels, monothongs or looses. The sound of each is its name.

| OF QUANTITY SHORT. | | | | | OF QUANTITY LONG. | | | | |
|--------------------|---|---|---|---|-------------------|---|---|---|---|
| a | e | i | o | u | æ | ē | ī | ō | ū |
| ā | ē | ī | ō | ū | æ | ē | ī | ō | ū |

Compounds.

Compound.
a-e
e-i
i-o
o-u
u-a
a-i
i-o
o-u
u-a

Intermediate compound.

Intermediate compound.
a-e
e-i
i-o
o-u
u-a

Diphthongs.

Diphthongs.
a-e
e-i
i-o
o-u
u-a

10.—DECLINE OF NORTHERN AND GROWTH OF SOUTHERN SLAVERY.

We have on one or two occasions spoken of the Essay by E. B. Bryan, of Charleston, entitled "The Rightful Remedy," addressed to the Slaveholders of the South. The author has condensed a great deal of valuable information upon the subject of Slavery, considered in almost every point of view, and upon a great many collateral topics. We deem the publication of such documents highly valuable in enabling us to give a reason for our faith, and we think in particular, that the labors of Mr. Bryan deserve high appreciation. His politics are, of course, of the Carolina School, with which we differ in this, that we believe the end is *not yet*! There are "wise delays," "masterly inactivities," *rashness* which imperils all, and loses all, and stubborn *indifference*, which deserves to have nothing to lose, in the affairs of men and states, and never was there a time when the South required more wisdom from on high to guide her selection. Even rashness itself sometimes assumes the shape of wisdom. "There are instances," says Bishop Butler, in his Analogy, "of reason and real prudence preventing men from undertaking what it hath afterwards appeared they might have succeeded in by a lucky rashness," &c., &c.

"The importation of negroes into the British American colonies commenced during the reign of Queen Elizabeth, under the immediate supervision of Sir John Hawkins. During the succeeding reigns of James 1st, Charles 1st and 2d, the slave trade in the British colonies steadily and rapidly increased; and Great Britain far outstripped any other nation in the world, in the extent to which she carried the trade.

In the year 1793, Great Britain imported more than half the number of slaves imported by all the European powers put together. From the year 1700 to 1786, the number of slaves imported by British subjects into the island of Jamaica alone, was *six hundred and ten thousand*; or about seven thousand and one hundred every year. In the year 1771, *forty-seven thousand one hundred and forty-six* negroes were imported into the British colonies, in British ships alone.

Is it not difficult to believe that Great Britain, who so short a time ago was the most extensive and cruel slave-trader in the world, is the same Great Britain who is now the greatest suppressor of that very trade? The entire number of negroes said to have been enslaved (that is, transported and landed in the British colonies, for those who died

on the voyage across the Atlantic are not included) by Great Britain, is over *three millions*.

For the great majority of negroes now in the United States, English traders are to be thanked. Let us, therefore, before we utter our thanks, examine our affairs, and see to what extent these thanks are due.

The census of 1790 affords us the earliest information as to the number of negroes in the country at the close of the revolution; and though there will be error, yet the error will not be very material, if we adopt that census as indicating the true number in the States at the close of the war.

The population of the free States was then as follows: Whites, 1,852,116. Free colored, 29,435. Slaves, 49,257.

The population of the slaveholding States was: Whites, 1,301,351. Free colored and Indians, 28,265. Slaves, 646,183.

In Vermont there were 85,268 whites, 255 free colored, and 16 slaves.

In New-Hampshire there were 141,197 whites, 630 free colored, and 158 slaves.

In Massachusetts the negro trade had been prohibited in 1778, and there was not a slave (that is, a negro bondman) in the State. There were 373,324 whites, and 5,463 free negroes. In this, as in other New-England States, there was comparatively little necessity, and less profit, for the peculiar labor to which the African disposition is adapted, viz: agriculture on a large scale; for the negro is dissatisfied on a farm, his predilection is decidedly for the large plantation, on which reside fifty or a hundred of his associates; he there has every facility for that merry and blithesome intercourse, the love of which is a striking characteristic of the race; whereas, the lonesome life he would lead on a small New-England farm would be distressing to him. The climate of these States is against the health and comfort of the negro; his native home is under a tropical sun, and notwithstanding he can endure, without serious inconvenience, the extreme degree of heat incident to such a climate as Africa's, he is utterly averse to the frigid blasts of winter. There not being any means by which money could be made in these States, through the medium of slave labor within their limits, is the chief cause of its never having been resorted to on a larger scale.

In Rhode Island the slave-trade was always extensively carried on until prohibited by law. The rum distilled in the West Indies was carried to Africa to purchase negroes, and the negroes purchased in Africa were carried to the West Indies to purchase rum; this profitable trade was continued by those interested in it, to the latest possible period. It was the source of wealth to many of the people of Newport. The population of this State was 64,470 whites, 3,407 free negroes, and 948 slaves.

In Connecticut there were 232,374 whites, 2,810 free negroes, and 2,764 slaves.

In New-York there were 314,149 whites, 4,654 free negroes, and 21,324 slaves.

In New-Jersey there were 170,934 whites, 1,762 free negroes, and 11,423 slaves. For about six or eight years previous to 1790, there had been a remarkable increase in the number of slaves, and an equally remarkable decrease in the number of free negroes. But for a space of over forty-five years, it is to be observed that the increase of the black population (including both slave and free) was at the same rate as that of the white population. At this time the principal pursuit of the people of New-Jersey was agriculture, and that on a small scale; a kind of farming not calculated to enhance slave labor, though perhaps able to support it. And it is said by a writer, who traveled all over North America and the West Indies, when preparing his history, that agriculture (in this State) had not been improved to that degree, which, from long experience, we might rationally expect, and which the fertility of the soil, in many places, certainly encouraged. Evincing either a want of enterprise on the part of proprietors, or a fault in the system of labor; the latter cause is, perhaps, that which may most reasonably be assigned, for no one can doubt the energy and enterprise of the people of New-Jersey. This is a good instance of the unprofitableness and misapplication of slave labor in the Northern States.

In Pennsylvania there were 424,079 whites, 6,537 free negroes, and 3,703 slaves.

In Delaware, which is more assimilated in climate and natural resources with Maryland and Virginia than any other State, lying, as it does, in the same latitude, and possessing similar natural features, we find a greater proportion of slaves than in any State north of it. There were 46,308 whites, 3,899 free negroes, and 8,887 slaves. This is the last of the free States which then held slaves.

Since that census was taken, all the 45,371 slaves held in these States have disappeared, and the current which swept them away, has borne along with it we cannot tell how many times that number from the Southern States, through the agency of those good abolition gentlemen, who never fail to let "charity in golden links of love, connect them with the brotherhood of man;" the essence of which golden links of love is the golden rule, "rob Peter to pay Paul," or rob white to pay black. In all these States the white population has regularly and rapidly increased; but the negroes, where are they? Some have been sent to their father-land, Liberia, to set up a model republic, and to enlighten and amend the civil code of Ethiopia. Some have gone the way of all flesh, through sheer want of that same thing, wherewith they might have been nourished and kept alive but for want of it. Some have emigrated Westward, and the glory of their enlightened minds have shed lustre on the name of Ohio. Some choice spirits among them are the pride and boast of divers Northern penitentiaries and almshouses. And some remain, the sportive

imps of fun and frolic, in the large cities of the North; and have their annual and semi-annual exhibitions, for the benefit of their gaping brethren of a paler hue; of the spontaneous effervescence of the spirit of liberty fresh from their American bosoms. And for the rest, they are among the most *influential* and *respectable* citizens of the Northern community.

In Maryland there were 208,649 whites, 8,043 free negroes and Indians, and 103,036 slaves.

In Virginia there were 442,117 whites, 12,866 free negroes and Indians, and 292,627 slaves. It must be remarked here, that the increase of the slave population of Virginia, for fourteen years preceding this census, was less than it had been for a century before; owing to the fact, that about 30,000 slaves died of the small-pox or camp-fever, caught from the British army; or were inveigled off, while Lord Cornwallis was roving over the State.

In Kentucky, then in its infancy, there were 61,133 whites, 114 free negroes, and 12,430 slaves.

In North-Carolina, there were 288,305 whites, 4,975 free negroes and Indians, and 100,571 slaves.

In Tennessee, there were 5,813 whites, and 1,161 slaves.

In South-Carolina, there were comparatively more slaves than in any other State; the population being 140,278 whites, and 107,094 slaves. A great loss in slave property was incurred by this State during the revolutionary war, and was, comparatively speaking, about three times as great as that met with by Virginia. During the three years the British were in possession of Charleston, they stole away and sold in the West Indies, no less than 25,000 negroes.

In Georgia, there were 55,156 whites and 29,264 slaves. The circumstances connected with slavery in the early settlement of this State, present a striking contrast with those of Massachusetts and other New-England States; in these latter, slavery was originally introduced and considerably practised, but as the population increased, hired labor took the place of slave labor. In Georgia exactly the reverse was the case. The original "Board of Trustees for the settling and establishing the colony of Georgia," consisting of twenty-one opulent and humane gentlemen in England, prohibited the use of *negroes* in the colony, and the importation of rum. By this one ruthless stroke of philanthropy, the settlers of Georgia were deprived of the two-fold blessings enjoyed by their more fortunate neighbors of Rhode Island; they could accumulate wealth by trading in Africans and rum. But Georgia was designed for a free State, and Africans were not to be used, neither rum. This was about the year 1732. The plan was a theoretical one, and was, perhaps, the worst that could have been adopted; it was certainly productive of the most pernicious consequences to the prosperity of the colony. The paramount object of the trust-

tees being to raise silk and wine, they deemed it inexpedient to introduce slave labor. And in addition to this, the colony being at this early period, a kind of barrier between Carolina, on the one side, and the Spanish settlement and St. Augustine, on the other, the trustees fell into the very general, though equally erroneous belief, that negroes would rather weaken, than strengthen its defensive powers. These were the chief reasons why the settlers were prohibited from employing slaves; but the absurd restriction had a visible effect. It was found impracticable in such a climate, and without African labor, for the colony to flourish; the enterprise, therefore, proved a failure. In a country so rich, with a climate so favorable, and a soil so productive as that of Georgia, the colonists, nevertheless, gradually disappeared, and effectually deserted the enterprise; because they were convinced they could never succeed under such impolitic restrictions.

The trustees finding that the colony was languishing under their trans-atlantic care, resigned their charter, in the year 1752, to the King of England, and the deserted colony became a royal government. History informs us that, at this time, "the vestiges of cultivation were scarcely perceptible in the forests, and in England all commerce with the colony was neglected." But, immediately on the government being changed, the people became possessed of the same privileges which their neighbors enjoyed; prominent among which, was the privilege of cultivating their rich lands, by the only profitable means, which is no other than slave labor. Several years elapsed, however, before the value of the lands became generally appreciated. And about the year 1760 a spirit of enterprise sprung up, which has ever since been a characteristic of this State. And it should be particularly observed, that no portion of the population, under the new laws, increased so rapidly, and no system of labor became so generally disseminated, as that of the African slave.

The experiment has, therefore, we think, been fairly tried, both North and South have had ample opportunities to discover the interest and policy of their respective sections. All the New-England States have tried slave labor, but it was not found profitable, and was abandoned. In the South, the State of Georgia was, for a period of twenty years, not a free, but decidedly a *white* colony. White labor was found here to be incompatible with the climate; slave labor was introduced; and in the short space of thirty years, nearly thirty thousand slaves were actively employed in the pursuits of agriculture. And, at the present day, slave-holding Georgia will favorably compare with any State in the Union."

11.—THE CITY OF THE SILENT.

On the consecration of Magnolia Cemetery at Charleston, William Gilmore Simms, Esq., read a poem with the above title,

which being now published in very handsome pamphlet style, he has kindly sent to our address. The poem traces the progress of sepulchral rites from early times and through various nations, down to our own; and in the notes upon it, the author has brought to bear a great deal of learning by way of illustration. We had not conceived, with all our high appreciation of Mr. Simms, that his research extended so far, and that he could, with so much facility, adopt and apply in their own tongues, the wisdom of Greeks, Latins, and Hebrews. These notes must have high interest with the curious in antiquarian matters, and there is no subject which admits of more interesting speculation and comment than the *Burial of the Dead*, such as it has been practised in the different periods of history. We would be pleased to analyze Mr. Simms' poem and make some extracts for the reader, but space will not admit. It is a production of merit, though not equal as a whole to other metrical efforts of the author. Mr. Simms writes good English, never sacrifices sense to sound, has some affectations, a cultivated imagination, and a fund of practical sense. If not born a poet, he has succeeded in making himself a pretty fair one, Horace to the contrary notwithstanding. His sonnets are the best of his efforts in that line. In prose fiction, however, he is at home, and by far in advance of any Southern author: witness *Guy Rivers*, *Melichampe*, or more lately, that fine production, the *Lily and the Totem*. The industry of Mr. Simms amazes us.

We give a short extract from the poem, observing that the last line sounds but flatly, and mars the excellence of the whole paragraph. Besides, is it not an equivocal compliment to say of Mr. Calhoun, he died "*late*" for his own glory—that is, he should have died sooner?

"There rest the Pinckneys, Gadsdens, Rutledges—
Yon column honors Marion—and the spire,
White shafted, 'neath the sun that glows like fire,
Our city reared in sadness, but in pride,
To one who, battling in his harness, died
Late for his glory, for our peace too soon—
The wondrous man and statesman, our Calhoun."

12.—BURNING OF A CANE-BRAKE.

We have a pamphlet, by A. F. Olmsted, A. M., illustrated by an engraving, showing

the extraordinary variety of whirlwinds occasioned by the burning of a cane-brake in north Alabama. The flames and smoke ascend after a most singular manner, and give rise to some curious investigations, which we have not space to follow with the ingenious author. We extract a description of the cane-brake :

"The cane, as is well known, belongs to the order of Grasses (Gramineæ, family Avenacæ.) It grows to a height of thirty-five or forty feet, although but an inch or two in diameter at base, and has a round, hollow stem, with knots every twelve or fourteen inches. At the top there is a head of foliage, brush-like in appearance, made up of long linear leaves. The canes are met with on the banks of all the rivers in the extreme Southern and South-western States, particularly in the States of Alabama, Mississippi, Louisiana, and Texas. The rapidity of their growth is wonderful. It is reported that young plants sometimes increase ten inches in length in a single night, and a large tract of land in a favorable situation will become covered with full grown canes in an incredibly short period. They form dense thickets, the stems often standing but an inch or two apart, although rising thirty-five or forty feet. They thus constitute a barrier impenetrable by man and large animals, and consequently become a refuge for all kinds of small animals. Through the thickets there are occasional passages due to streamlets or some variation of soil. There are occasional large trees here and there in a cane-brake, which probably started before the cane covered the land ; but almost all other vegetation is excluded. In clearing such land only a few simple tools are employed—as a carpenter's adze, or an axe, or a heavy kind of hoe, called a "cane-hoe,"—and a single blow is sufficient to divide the stalk. The laborer grasps the cane with one hand, and, as he cuts it, throws it behind him and passes on. In this way, an acre of land is soon cleared. To prepare it for the plough it is only necessary to fire the cane; as the roots are, for the most part, near the surface, they are consumed at the same time, and the land is then ready for immediate tillage. From the ease with which it is cleared, and from the fertility of the soil, (which may be accurately determined by the size of the canes,) cane-land is preferred above all others in the region.

"The canes lie for a month or six weeks to dry, and then are gathered into heaps and set on fire in several places at once. As soon as the burning begins, the air that is confined in the hollow jointed stalks, and also the watery vapor, expand and burst the canes asunder with a loud report. These explosions occurring from a vast number of canes at the same time, produce a continued roar like the discharge of musketry from an immense army, while the flames roll on with

great rapidity. No other sound besides this continued roaring is heard in the progress of the fire. This scene, therefore, differs widely from fires of brush and timber, such as those described in the thirty-sixth volume of the *Journal of Sciences*, which produced whirlwinds accompanied by thunder."

13.—LETTERS FROM THREE CONTINENTS.

Letters from Three Continents. By M., the Arkansas Correspondent of the Louisville Journal. New-York: Appleton & Co.

The author of this most entertaining book is Matthew P. Ward, Esq., son of our excellent fellow-citizen, Robert J. Ward. It consists of a series of letters, written in a free and felicitous, but often careless vein, from London, Paris, Berlin, the Danube, Constantinople, Cairo, Alexandria, Thebes, etc.; and discussing manners, habits, institutions, incidents of travel, etc. Those from Constantinople and Egypt have a higher and special interest. The author carried with him some of the strongest prejudices of a republican, and was likely to be led into error by them in judging of foreigners, as they are in judging of us in their hurried tours and sketch books. The truth is, no people have a monopoly of the good things of life, and the excesses of popular governments are as disgusting and as inveterate as those of mere aristocracies. Mr. Ward has been a close observer, and, for one so young, surprises us by his general correctness, and, wherever the subject required it, active research. He seems to have possessed the true spirit which should preside over travel. He is not of those who have eyes, but see not. There is no better school than travel, when the round of college studies is completed, and the man is preparing himself for the duties of society. It liberalizes him—enlarges his views, makes him *au fait*, and gives him an interest in the affairs of the great world. We are sure, from his later letters, that Mr. Ward returns home thus, and so must it be with every judicious, well-informed mind.

We had marked several passages for extract, but in a work like ours it is impossible to be as elaborate upon literary matters as we could wish. The description of the Bazaars of Constantinople, it would have

pleased us particularly to copy, as a matter interesting to our traders.

14.—MANHATTANER IN NEW-ORLEANS.

The Manhattaner in New-Orleans. By A. Oakley Hall. New-Orleans: J. C. Morgan. This work embraces a series of sketches, contributed by Mr. Hall, who was a few years ago connected with the New-Orleans bar, to the Literary World, New-York. Mr. Hall is a facetious and spirited writer, with a spice of humor, but often falls by over-coloring his pictures, or trespassing on the bounds of nature. He is fond of quaint conceits and unaccustomed phrases. His pictures are, however, true in the main, and quite attractive. Every one familiar with New-Orleans, or who would be, should get the book, which will repay perusal. The subjects include quite a wide range, and are handled with much freedom. The account of the Sheet Iron Band is graphic—that of the St. Charles Hotel has a mournful interest now. As one of the author's best things, we extract from his remarks on the death of SERGEANT S. PRENTISS:

"His versatility of eloquence and profuseness of wit were wonderful. To have listened to him, is something to remember and talk of, as an event. The writer has heard Mr. Prentiss at political gatherings in the meadows of the country, when every one said, the glorious sunset-skies and the sublime mountains soaring towards them, the gorgeous landscape and delicious breezes, have inspired him; but he has heard him in the crowded, vaporish hall, surrounded with the miasma and gas of city-life, and his freshness of thought, grace of diction, and rapidity of combinations, have been equally happy and astonishing. He has heard him in a court-room almost deserted, when he unexpectedly rose to speak, although the occasion was trivial, and the question of slight moment: the room was filled, as if by magic, at the sound of his voice, and the subject, which in cooler contemplation had seemed dull and vapid, has assumed a dramatic interest. He has heard him when 'human life was in debate,' and prosecuting officers closed their books, judges forgot their notes, witnesses were suddenly endowed with patience, the dullest jurymen brightened with absorbing attention, the prisoner seemed to forget the crisis of his position—all spell-bound by the thrilling words of the orator lawyer. He has heard his winning pathos and silver tones bidding a welcome-home to returned heroes from the bloody ground of Buena Vista, when

the wounded seemed to forget their pains, the sick their distresses, and the sound in limb the perils of the past. He has heard him, in the call of charity, relax the tightened purse strings of the most miserly. He has met him at public dinners, when he bore away from the honored guest the laurels prepared for his temples."

15.—HAMMOND'S ORATION ON CALHOUN.

Like everything from the pen of this truly learned man and practical citizen, the oration on Calhoun is a finished production. Indeed, we might speak of it as a master-piece, and worthy of the fame of the great Carolinian, if any effort of the kind could be. It was not a small part of the fortune of Achilles to find a Homer. Mr. Hammond, more than any man in Carolina, in point of ability, deserved the place vacated by Mr. Calhoun, and would, perhaps, have had it, but for Mr. Clay.

Mr. Calhoun stands a Colossus in American history. The shafts of envy and malice could not harm him when alive; his memory, when dead, defies them. He stands

As some tall cliff, that lifts its awful form,
Swells from the vale and midway leaves the storm;
Though round its breast the rolling clouds are spread,
Eternal sunshine settles on its head.

We have space only for a short extract from the oration now.

"The genius of Mr. Calhoun was essentially active, and ever looking forward to the improvement of mankind. He sought, therefore, earnestly to discover the principles and theory of movement that might be onward and unfailing, yet regular and safe. In accomplishing this task, he sounded anew the depths of human nature; he reviewed the whole science of politics; he analyzed the Constitution word by word, its letter and its spirit; and he studied thoroughly the workings of our government. The result was, that he lifted himself above all parties, and became a philosophical statesman—the only true and real statesman. And it was in the wide and exhaustless field now opened to him, that he gathered those immortal laurels whose verdure shall delight, whose blossoms shall refresh, whose fruit shall be the food of the latest posterity."

16.—MASTER AND SLAVE.

Dr. Thornwell's sermon, delivered in Charleston, on dedicating a church for the colored population, is a production, such as

might have been expected from so able a divine. A more powerful logician and writer can nowhere in the country be found than this gentleman, and he has in pulpit oratory few superiors. We agree with the Quarterly in objecting to the address, that the author illiberally accuses those who doubt the unity of the human family of infidelity. This is to want Christian charity.

* We had marked some extracts from the sermon, showing the duties of masters towards their slaves, and would have been glad to copy them here. We will give one of them:—

"We would say, then, to you and to all our brethren of the South, go on in your present undertaking; and though our common enemies may continue to revile, you will be consolidating the elements of your social fabric, so firmly and compactly, that it shall defy the storms of fanaticism, while the spectacle you will exhibit of union, sympathy and confidence, among the different orders of the community, will be a standing refutation of all their accusations against us. Go on in this noble enterprise, until every slave in our borders shall know of Jesus and the resurrection; and the blessing of God will attend you—and turn back the tide of indignation which the public opinion of the world is endeavoring to roll upon you. Go on in this career, and afford another illustration of what all experience has demonstrated, that Christianity is the cheap defence of every institution which contributes to the progress of man."

17.—POEMS.

The Faded Flower, and other Poems.—

By Robert Josselyn. 1851. The author of this beautiful little volume is a citizen of Mississippi, whose personal acquaintance we have had the pleasure of forming. The poems are chiefly of an amatory character, evincing a great deal of genuine sentiment, and much of that universality of ardor, which almost certainly perpetuates bachelordom. Your man of *constancy*, and therefore *coldness*, plucks the first flower that comes in his way, and wears it. He is a tame mortal who would tear away at one read the visions of the *ideal*, and settle down at once into the *real*. Behold him at five-and-twenty with half a dozen "responsibilities" clinging to his knee! *Inconstancy* is a very jewel! Only your warm, deep, soul-stirring and unselfish passions, are fleeting. Where all

flowers are beautiful, and shed a wilderness of sweets upon the heart, it seems a crime, a sacrilege, to choose between them, and to elevate one above all the rest, at least longer than it is blooming before us. If this is Josselyn's experience, friend Josselyn, it is ours.

We quote a poem from the collection, which is of the "constant" kind, but then every page has a new name—*constant to all!*

I AM THINKING OF THEE.

I am thinking of thee—I am thinking of thee,
Wherever I wander, by land or by sea,
At home in my study, abroad on the way,
Thine image is with me by night and by day;
It cheers me in sorrow, sustains me in pain—
For I feel I must live till I meet thee again.

I am thinking of thee—I am thinking of thee,
Though circled by beauty and fashion I be;
But jewels may sparkle, and bright eyes may shine—
They cannot eclipse the mild lustre of thine:—
There is nothing I hear, there is nothing I see,
So lovely and dear as the memory of thee.

I am thinking of thee—I am thinking of thee,
And hope sweetly whispers thou thinkest of me;
As pensive I gaze on the star of the west,
Which, pure as thy spirit, seems watching its rest,
I fancy in dreams thy young bosom may yearn
For the hour and joy of the wanderer's return.

18.—THE SOUTHERN AND WESTERN GUIDE.

Our neighbor, J. C. Morgan, kindly hands us a neat little volume, with this caption, illustrated with several handsome maps and engravings, and containing a vast quantity of information upon every matter interesting to southern and western travelers, in the way of routes, scenery, distances, etc., etc. It is done in elegant style, and is one of the most valuable pocket volumes one could have in this traveling age. It is published by the Appletons, and is the only work of the kind extant.

Having noticed Morgan, we take the opportunity of saying to strangers visiting New-Orleans, they will find his assortment of stationery, plain and fancy; annuals, light literature, magazines, and even the most substantial authors, very complete, and deserving of patronage.

19.—RELIGIOUS CULTURE OF SLAVES.

Here is a wide field of duty, which opens upon masters throughout the South, if they could be left in quietude by northern cant

and hypocrisy. Dr. Whiteford Smith, one of the most eminent and eloquent divines of the South, said, in his late sermon before the legislature of South Carolina:

There is a singular fact, connected with the history of slavery among us, which seems to have escaped public notice, and which conveys a most important moral lesson. In the early periods of our history, this institution was viewed at the South with an evil eye. It was commonly regarded as a hindrance to the prosperity of those states in which it existed. So common was this feeling at the South, that many of our youth were sent for their education into the free states. Thousands, who were born and reared among us, looked forward with hope to the day when we should be able to rid ourselves of a slave population, and when our territory should become the abode only of the free. At this time there existed among this great body of people no Christian Missions. They lived and died in as utter heathenism as did their Pagan progenitors. No man cared for their souls. To speak, therefore, of their emancipation, was to address the philanthropy and Christian feeling of the human heart.

A little more than twenty years ago, attention was first turned to their religious culture. It was remembered that they were human beings—that though they were our property, they were also our fellow-creatures. It was discovered that their oral instruction in the elementary principles of practical and experimental religion, was compatible with the public safety, and even tributary to the master's interest. To our own state belongs the honor of having originated this enterprise, and it stands associated with a name, of which South Carolina has always been proud. Since that time, in many of the slaveholding states the different churches have engaged in the work of teaching them their moral responsibility, their duty to God, and to their masters.

But the public mind has now received another direction. Missionary efforts, for the salvation of the negro race, have turned the attention of Christians to the more calm and correct appreciation of slavery. They found the authority for its existence in the Bible—they discovered its obligations and duties sanctioned by Divine Revelation. The more its discomforts and inconveniences were modified and alleviated, the firmer hold did it take upon every Christian heart. And when the battle-cry of fanaticism was raised in its first serious attack upon the slave institution, its first bold repulse was from the Christian Church, whose adamantine fortification was the Word of God!

20.—LITERATURE IN NEW-ORLEANS.

By the time this can appear, three works will have been issued from the press from

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New-Orleans authors, which, as soon as received, we shall elaborately notice.

1. *Kendall's Illustrations of the Mexican War.* We have seen one copy of this magnificent work, which consists of 12 large illustrations, colored, and perfectly true to life, of the different battles, etc., from the siege of Vera Cruz to the taking of the capital. They will make a splendid gallery when framed. The letter-press is beautiful.

2. *Gazarre's History of Louisiana.* This is to be published in the English language, by Harper & Brothers, in one large volume.

3. *The Laws of Mexico, etc.* By Gustavus Schmidt, Esq. This will be very useful to our lawyers, and to those of Texas and California.

Blanchard & Lea, of Philadelphia, inform us of having forwarded the following works, which will be noticed in our next:

Knox's Races of Men.
Physical Geography.
Kennedy's Life of Wirt.
Lewis's Sportsman.

21.—CLASSICAL PUBLICATIONS—HARPER'S ANTHON'S SERIES.

1. *A new Classical Dictionary of Greek and Roman Biography, Mythology and Geography*, partly based upon the Dictionary of Greek and Roman Biography and Mythology. By WM. SMITH, LL. D., Editor of the Dictionaries of Greek and Roman antiquities, and of Greek and Roman Biography and Mythology. Revised, with numerous corrections and additions. By CHARLES ANTHON, LL. D., Professor of Greek and Latin languages in Columbia College. New-York: Harper & Brothers, Publishers, 82 Cliff-st. 1851.

This volume is one of a series of classical works, which Dr. Anthon has prepared with his usual care and accuracy, for the benefit of our young countrymen who are engaged in colleges and seminaries, in the useful and pleasing task of storing their minds with classical learning. The main object of this publication is to facilitate the progress of the student in acquiring a correct knowledge of the biography, mytho-

VOL. II.

logy, and geography of the ancients. Such a work has been a great desideratum; for although there have been works of this description, a large proportion of them are full of errors, as Dr. Anthon has shown by a list in his preface, in which he has set forth the reasons which induced him to revise Dr. Smith's work, and publish this edition. To use Dr. Anthon's own words:—"The present work is the revised edition of the English one, and will be found, the editor believes, greatly improved, as well as much more complete. It is not, however, designed to, and, in the editor's opinion will not, supersede his own "Classical Dictionary," published in 1841, since the articles are purposely brief, and results only are stated without that fullness of detail which is desirable to the more advanced scholar and the educated man of leisure; but it is intended for the use of those whose means will not allow a more expensive, or their scanty time the use of a more copious work; in other words, it is meant to take the place, by reason of its convenient size and low price, of Lempriere's old Dictionary, which, with all its absurd errors and defects, still has a lingering existence in certain parts of our country, on account of its cheapness. On this head, the English editor speaks strongly; in point of literary or scientific value, Lempriere's Dictionary is dead—"requiescat in pace"—and to put it into a boy's hands now as a guide in classical matters, would be as wise and as useful as giving him some mystic treatise of the middle ages on Alchemy, as a text-book in chemistry. The present work contains all the names of any value to a school-boy occurring in Lempriere, and a great many not in that work, while the information is derived from the fountain head, and not from the diluted stream of French Encyclopædias."

2. *A Grammar of the Greek Language*, principally from the German of Kühner, with Selections from Matthiæ, Buttman, Thiersch and Rost. For the use of Schools and Colleges. By CHARLES ANTHON, LL. D. New-York: Harper & Brothers: 82 Cliff-st. 1849.

It will be remembered that Dr. Anthon published, several years ago, a grammar of

the Greek language, which was very favorably received. The object of the present work, is to supply the deficiencies of the previous one, by presenting this in a more enlarged and complete form. In order to effect this more thoroughly, he has had recourse to the German grammarians, especially to Kühner, who is one of the most eminent scholars and learned philologists of the age. He has also incorporated into the volume many valuable additions from Matthiæ, Buttman, Thiersch and Rost; so that we may consider this edition the most perfect that has ever appeared in this country.

Prof. Drisler is entitled to a share of credit, in rendering such valuable assistance, in presenting this grammar, in so correct and useful a form, for the benefit of the rising generation.

3. *A System of Ancient and Medieval Geography*, for the use of Schools and Colleges. By CHARLES ANTHON, LL. D., Professor of Greek and Latin languages in Columbia College, New-York, and Rector of the Grammar School. Omnia mortali mutantur lege creata.—Nec se cognoscunt terræ vertentibus annis. New-York: Harper & Brothers, Publishers, 82 Cliff-st. 1850.

This volume is intended as a text-book for the student who desires to obtain an accurate knowledge of ancient geography and history. It will be especially useful to those who contemplate a course of foreign travel, by placing it in their power to have recourse to the best sources of information, which our author has spared no pains to collect, and digest into a work in which is to be found everything calculated to interest or instruct. "The arrangement of the present volume is such as to answer for two courses of instruction: the first, a general one, confined to the more prominent and leading topics—the second, one entering more into details, and intended for advanced students; for it ought to be carefully borne in mind, that geographical and historical studies, particularly the former, should accompany the pupil, in a greater or less degree, throughout every stage of his academical and collegiate career."

4.—*First Greek Lessons*.—Containing all the inflexions of the Greek language, together with appropriate exercises in the translating and writing of Greek; for the use of beginners: By CHARLES ANTHON, LL.D. New-York, Harper & Brothers, 82 Cliff-street. 1850.

The intention of the author in publishing this volume is to render the study of the Greek language a more useful and agreeable task to beginners, and, at the same time, a method which is calculated to produce a permanent impression on their minds.—“With this view, he has appended to the different divisions of the grammar a collection of exercises, consisting of short sentences, in which the rules of inflexion that may have just been laid down are fully exemplified, and which the student is required to translate and parse, or else to convert from ungrammatical into grammatical Greek.” We are happy to learn that the very flattering success which the previous editions of this work have met with, will abolish the old plan of teaching the Greek grammar, which costs so much unnecessary labor

5.—*A Greek Reader*.—Selected principally from the work of Frederic Jacobs, Professor in the Gymnasium of Gotha, Editor of the Greek Anthology, &c., &c., with English notes, critical and explanatory; a metrical index to Homer and Anacreon, and a copious Lexicon: By CHAS. ANTHON, LL.D. New-York, Harper & Brothers, 82 Cliff-street. 1848.

This volume contains Greek selections from Professor Jacobs, the great German philologist, and poetical extracts from the *Græca Minora* of Dalzell. Alterations and corrections have been introduced, which render this work a great improvement upon the others. Copious notes are appended, in order to illustrate the true meaning of many passages that would otherwise be very obscure. Dr. Anthon expresses a desire that in this and nearly all of his classical works the assistance of that accomplished scholar, Professor Drisler, should be made known, and that he should receive the due meed of praise which he so richly deserves.

6.—*A Copious and Critical English-Latin Lexicon*—founded on the Latin-German

Dictionary of Charles Ernest Georges: By the Rev. JOSEPH ESMOND RIDDLE, M.A., of St. Edmund Hall, Oxford, author of a complete Latin-English Dictionary, &c., and the Rev. THOS. KERCHEVER ARNOLD, M. A., rector of Lyndon, late fellow of Trinity College, Cambridge. First American edition, carefully revised, and containing a copious Dictionary of proper names from the best sources: By CHARLES ANTHON, LL.D. New-York, Harper & Brothers, 82 Cliff-street. 1849.

This is truly a great work, and one that has been long desired in this country. The English edition has been carefully revised by Dr. Anthon, and his accomplished assistant, Professor Drisler, and this American edition is now the most accurate and complete English-Latin Lexicon that is to be found. It has one advantage over the English edition, as it contains a dictionary of proper names, which is a defect in the other. We trust that it will do away with all the old dictionaries, which are full of errors and omissions, and that it may be universally adopted in our schools and colleges.

7.—*A Copious and Critical Latin-English Lexicon*, founded on the larger Latin-German Lexicon of Dr. Wilhelm Freund, with additions and corrections from the Lexicons of Gesner, Faccioliati, Scheller, Georges, &c.: By E. A. ANDREWS, LL.D. New-York, Harper & Brothers, Publishers, 82 Cliff-street. 1851.

In preparing this volume, the Editor and his associates have condensed the materials they have culled from the various authors mentioned in the title-page, and especially from that distinguished scholar, Dr. Wilhelm Freund, whose Dictionary of the Latin Tongue is the basis of this Lexicon.—We extract a paragraph from the preface, which comprises the general principles which have been followed in working out the details:

“First, to retain all the definitions and philological remarks in Freund’s larger Lexicon, and also, all his references to the original Latin authors, the grammarians, editors, and commentators; and, secondly, to rely chiefly for the compression of the work within the prescribed limits, upon retrenching such parts of citations as could be dispensed with, without interfering

with the particular purpose for which the citations were made, and omitting altogether such as seemed either redundant or of very minor importance. But in every such case of omission or retrenchment, the full reference to the original Latin author has been scrupulously retained, by which means the student may at pleasure not only re-construct any article found in the original work, but may also examine the quotations in connection with the context, from which they were taken. In consequence of a strict adherence to this rule, the present work is distinguished from every manual Latin-English Lexicon, heretofore published, not only by the number of authorities cited, but by full reference in every case both to the name of the classic author, and to the particular treatise, book, section, or line of his writing, in which the passage referred to is to be found."

8.—*The Metamorphoses of Publius Ovidius Naso*; elucidated by analysis and explanation of the fables, together with English notes, historical, mythological and critical, and illustrated by pictorial embellishments: with a dictionary, giving the meaning of all the words with critical acuteness: By NATHAN COVINGTON BROOKS, A. M., Professor of the Greek and Latin languages, late principal of the Baltimore High School, now principal of the Methodist Female College, Baltimore. Third edition. New-York, Published by A. S. Barnes & Co.; Cincinnati, H. W. Derby & Co. 1850.

This is decidedly the very best edition of Ovid that has ever been published in this country. There is not the slightest fault that we can find in it. The notes are copious and explanatory; the indelicacies are expurgated with a judicious hand, and at the end of each fable is to be found a series of questions for the benefit of the student. It is embellished with elegant engravings, tastefully executed by American artists. The work is altogether one that we can warmly recommend to public favor.

22.—LATE PUBLICATIONS.

A *Dictionary. Practical, Theoretical, and Historical, of Commerce and Commercial Navigation*: By J. R. McCULLOCH, Esq., Edited by HENRY VETHAKE, LL.D., one of the Professors in the University of Pennsylvania; Member of the American Philosophical Society; author of a treatise on Political Econo-

my, etc.—with an appendix, containing the new tariff of 1846, together with the tariff of 1842, reduced to ad valorem rates, as far as practicable. Also, the sub-treasury, warehousing and the Canadian transit bills, of 1846. Likewise, the new British tariff, as amended by the passage of the new corn-law and sugar duties. With a table of all foreign gold and silver coin, reduced to federal currency, &c., &c., &c. In two volumes—Vol. I. Philadelphia, A. Hart, late Carey & Hart, 126 Chesnut-street. 1851.

This work is so well known as to render it almost unnecessary to speak of its merits. The English edition which appeared several years ago, acquired so wide-spread a reputation for useful and accurate information, that new editions were called for which were considerably enlarged, and all previous errors and omissions were corrected. This American edition is a re-print of the latest English edition, to which is added, a supplement at the end of the second volume, with additions by the American Editor, who states in his preface that he has confined himself for the most part to matters relating to his own country, or of especial interest to its citizens. The principal sources which he has consulted are the commercial newspapers which are published in our large cities, particularly the "Philadelphia Commercial List," Mr. Raguett's "Financial Register," and the "United States Commercial and Statistical Register," edited by Samuel Hazard.

From our own experience, we can recommend it as a work of great practical usefulness, and one which should have a place in every library and counting-house in the country.

Lives of the Queens of Scotland, and English Princesses connected with the Royal Succession of Great Britain. By AGNES STRICKLAND, author of the "Lives of the Queens of England." Vol. 1. New-York: Harper & Brothers, Publishers, 82 Cliff-street. 1851. New-Orleans: J. B. Steel, 14 Camp-street.

Miss Strickland has for several years been favorably known to the literary world as the authoress of the "Lives of the Queens of England." She holds a high rank among the female writers of England, of which

Miss Martineau, Mrs. Jameson, Mrs. Gore and others, are the most conspicuous. This work is a continuation of the series of her first volumes, and is written with the same discrimination, good sense, and good taste, which render her books popular with all classes. We have only received the first volume, which contains the life of Margaret Tudor, Madalene of France, and Mary of Lorraine. We will notice the other volumes as soon as they reach us. The work is to be had at J. B. Steel's, 14 Camp-street, New-Orleans, where a fine collection of standard books are always to be found.

The Bards of the Bible. By GEORGE GILLFILLAN. New-York: D. Appleton & Co., 200 Broadway. Philadelphia: Geo. S. Appleton, 164 Chesnut-street. 1851.

We do not like this work as much as Mr. Gillfillan's "Gallery of Literary Men," but it is not without some merit. We discover but little originality, and that little so full of extravagance, that we are sometimes disgusted with his fulsome epithets, and his (unintentionally) impious opinions. The author says in his preface, that its main ambition is to be a *prose poem*. The poetry of it would, however, be more properly called *prose run mad*. Notwithstanding its defects, we can recommend it to all who are curious in seeing how one book can be manufactured out of another. To be had at J. B. Steel's, 14 Camp-street, New-Orleans.

The Island World of the Pacific—being the personal narrative and results of travel through the Sandwich or Hawaiian Islands, and other parts of Polynesia. By HENRY T. CHEEVER, author of "The Whale and his Captors," with engravings. New-York: Harper & Brothers, Publishers, 82 Cliff-street. 1851.

We have not had sufficient leisure to read much of this work, but from the hasty glance we have given, can recommend it as a very readable book—particularly interesting to religious people, and all who are concerned in the missionary enterprise in the islands of the Pacific. To be had at J. B. Steel's, 14 Camp-street, New-Orleans.

Charleston Medical Journal, Bi-Monthly. \$5 per annum.

Lord and Lady Harcourt; or Country Hospitalities. A Novel. By CATHERINE SINCLAIR. Complete in one volume. Phila.: A Hart, late Carey & Hart. 1851.

A very interesting little volume, and one which we can recommend as well worth reading. The sketches are lively, and the puns are not bad. The moral tone of the work is excellent. We are sure that the ladies will be much pleased with it.

The Life and Correspondence of Robert Southey. Edited by his son, the Rev. CHARLES CUTHBERT SOUTHEY, M. A., Curate of Plumland, Cumberland. To be completed in six parts. New-York: Harper & Brothers, 82 Cliff-street. 1851.

This is a work which we would suppose might be interesting to men of letters. Mr. Southey is so well known to the literary world, that it becomes necessary for us only to state that his correspondence was with some of the most distinguished characters of his day, to insure a certain degree of respect.

Pictorial Field-Book of the Revolution. By BENSON J. LOSSING. Harper & Brothers, 1851.

The paper is of the best quality, and the print is clear and distinct. The engravings are highly creditable to American artists.

American Journal of Science and Arts. New-Haven. \$5 per annum. March Number. Contents: Among other things, Grathodon Beds about Mobile; Mineral Springs of Canada; Olmsted's Whirlwinds; Two Papers by Prof. Page; Coal in China; Analysis of Tea Ashes; Scientific Intelligence; Mineralogy; Geology; Zoology; Astronomy; Bibliography, etc. This Number is the 32d of the second series. No scientific man, or gentleman, arranging a library, should be without it.

Journal of Franklin Institute. Philadelphia. \$5 per annum.

North American Review. No. CXL.—January, 1851.

New-Orleans Surgical and Medical Journal. \$5 per annum. A. Hester, M.D., Editor. The March Number presents many great improvements in paper and general appearance, and contains the elaborate statistics of the New-Orleans Board of Health for 1850. Great credit is due to Dr. Hester for publishing these valuable tables, and the city should contribute something towards the great expense incurred. Hereafter we may make some extracts from the report. Dr. Hester wishes us such success as shall make us lose our "Cassius-like person." Though the Doctor himself be not a "man of an unbounded stomach," we see no "famine yet upon his cheeks;" and if *fatness* be any recommendation, we wish him a very Sir John in rotundity.

Banker's Magazine and Statistical Register. Boston: J. Smith Homans, \$5 per annum. The February Number contains 96 closely printed pages, on neat paper, and with fine type. There are 12 articles: Banking Laws of Massachusetts; Virginia, her Cotton and Wool Factories, Coal Mines, etc.; State Finances of Ohio, Indiana, Kentucky; Banking Capital of the Towns and Cities of the United States; Bank Statistics of Ohio, Maryland, South and North Carolina, Virginia, Canada; Gilbert's Practical Treatise on Banking, Part iii.; Gold Mines of California; Scarcity of Silver in Europe; Relative Value of Gold and Silver; Bank Items; Stocks and Exchanges at New-York, Boston, Philadelphia, Baltimore, &c.; Miscellanies.

Western Journal. A Monthly: Tarter & Risk, Editors. \$3 per annum. The Number before us presents an improved appearance; contains a fine Engraving, and many interesting and valuable articles.

Plough, Loom and Anvil. J. S. Skinner, Editor. \$3 per ann. Philadelphia. Though differing in politics, we always notice, and recommend this Magazine, though our friend, the Editor, seldom gives us a "good morrow," as we appear before him, monthly.

Appleton's Mechanics' Magazine and Engineer's Journal. Vol. I. No. II. This

Number contains several valuable papers. Among others, one upon the Mississippi, by Major Barnard, which originally appeared in the Review. The Magazine deserves favor with all practical men.

Annual Report of the Prison Discipline Society.—We shall glean for our next, perhaps, many interesting statistics from this, showing pauperism, etc, North and South.

Southern Literary Messenger. Richmond. \$5 per annum. John R. Thompson, Editor. Contents: Military Establishments, U.S.; Virtue; Seclusaval; Paris Correspondence; Coincidence; Rules of Living; Antonina; The Manager; Poetry, etc.

Democratic Review.—The February Number contains a fine Picture of Thomas B. Florence, of Philadelphia; The Table of Contents includes Free-Trade; John Randolph; Vergniaud; The South, a splendid paper; Stanzas; Power of Congress over Internal Improvements; The Navy; Edgar A. Poe, etc. The editor cautions all persons against one J. J. Mayo, who is *not* his agent. The Democratic Review has won high favor at the South for its doctrines and discussions upon Slavery; and without any party preferences, we would wish it a large circulation.

Whig Review. February. New-York. \$5 per annum.—This Number contains an Engraving of Jos. B. Cobb, of Mississippi. There are some good papers. That upon the World's Fair is quite stirring and startling, and contains a good deal of learning. We would like to prepare a more extended notice.

Harper's New Monthly Magazine.—This Number is, as usual, replete with valuable knowledge, and interesting, light literature. The illustrations are in the finest style. We would gently hint, that the notice on page 421, of the life of Toussaint, the negro chief of St. Domingo, had been better left out, so far as the South is concerned. We have no doubt its insertion was entirely an oversight. The South has long ago made up its mind in regard to this monster. Har-

per's Monthly is, perhaps, more unexceptionable on the score of Slavery, than any Northern work of similar kind.

Southern Quarterly Review.—The leading article on the Polk Administration is ably written, but we do not like the author's estimate of Robert D. Walker. The paper on Rights of the Slave States is, we believe, from John A. Campbell, of Mobile, and bears the impress of his ability. He traces the slave discussion beyond even the date of the Constitution. There are several other political and literary articles, carrying out the views and theories of the Quarterly, which are distinctly those of the Nashville Convention. Mr. Simms has also appended a large number of useful Critical Notices.

Report of the Secretary of State, Communicating Mr. Gurley's Report on Liberia.

Report of the Secretary of War, on the Geology and Topography of California.—Mr. Soule favors us with these documents. We intend to study out this subject of Liberia, Colonization, Emancipation, Ebony Line, etc., and give the result to our readers in several articles before long. We have already a multitude of facts, and will thank any one to furnish new ones, or, documents. Mr. Pease, the gentlemanly agent of the Society, notwithstanding our differences upon so many points, promised to place all the documents yet published in our possession. We await them.

Petticoat Government.—A Novel. By Mrs. TROLLOPE. New-York: Harper and Brothers. 1850.

Olive.—A Novel. By the author of the Ogilvies. New-York: Harper & Brothers. 1851.

Singleton Fontenoy, R. N. By JAMES HANNAY, (late of her Majesty's Navy.) New-York: Harper & Brothers. 1851.

From the hasty glance which we have had the time to give to these novels, we think we can recommend them as being among the

best that we have recently had the pleasure of reading. Mrs. Trollope is so well known as a popular and sparkling sketcher of men and things in our country, that the mention of her name is alone sufficient to attract curiosity to know what she has to say about petticoat government. She strongly insinuated in her sketches, that the women wore the breeches.

Coast Directory. By Charles J. Pike.—Baton Rouge. This is in the form of a chart, which rolls up very neatly and contains a list of all the plantations, estates and towns upon the Mississippi, from the city of New-Orleans to Port Hudson, Miss., a distance of 146 miles. It should be in the hands of all the planters as a useful directory, and we hope the enterprise of Mr. Pike will meet with its just reward.

NORTHERN SLAVERY.

The following is an extract from a letter of a distinguished citizen of Connecticut, addressed to Mr. Kettell, of New-York:

"It is the custom, in many towns in Connecticut, to set up the paupers at auction every year, and knock them off to the lowest bidder—that is, to the man who will take them for the year, at the lowest price. This was the case, to my knowledge, in several counties. I have always understood it to be a general thing in Connecticut. When we were in H. they were sold to the number of sixty, for the year, to our next door neighbor, for fifteen dollars a head; and he got all the work out of them that he could, though most of them were infirm, and not able to do much: They hoed his corn and sawed his wood, and weeded his garden; and being an extensive fisherman, they assisted in dressing his fish, and 'did chores' generally. They are made to work all that they are able. In H. the contractor, as I said, was a fisherman, and during the fishing season, a principal article of food for the paupers was the heads and tails of shad, which were cut off when dressed for salting. They were all lodged in a little one-story house, with an attic not to exceed 25 by 30 feet; and were all stored in together, male and female, with, as appeared to me, very little regard to decency. In case of the death of any of them, the contractor got a specified sum for their burial; and also, I think, secured the whole amount contracted for, for the year; indeed, I believe the probable death of some of them, was a contingency calculated on in making the bid; so that the contractor had a direct interest in starving them to death, or neglecting them when sick."

EDITORIAL NOTES, ETC.

WE are indebted to a gentleman of the interior, for a most interesting paper upon the price of Cotton, its cost of production, etc., which was prepared for our February No., and, most unfortunately, mislaid by us, so that it cannot appear before next month. A thousand apologies for this, our first omission of the kind.

TOUR THROUGH TEXAS.

Dennett, late editor of the Planters' Banner, proposing a tour through the whole of Texas, intends to publish a series of letters in that paper, and to give information upon all points connected with the agriculture, lands, prospects, etc., of the state, exacting a small fee in return. His address will be 'Care of Witter & Crosland, New-Orleans.' We shall republish many of these letters.

THE BENCH AND BAR OF GEORGIA.

Our esteemed friend, Major Stephen F. Miller, of Lanier, Geo., proposes to publish a work with this title, which will, no doubt, be very rich in incident and illustration. He intends sketches of all the most distinguished barristers and jurists of the state, from the earliest times down; and invites assistance from all quarters. We know Major Miller to be eminently qualified for

the task, and wish him all success. The work will be illustrated with fine engravings.

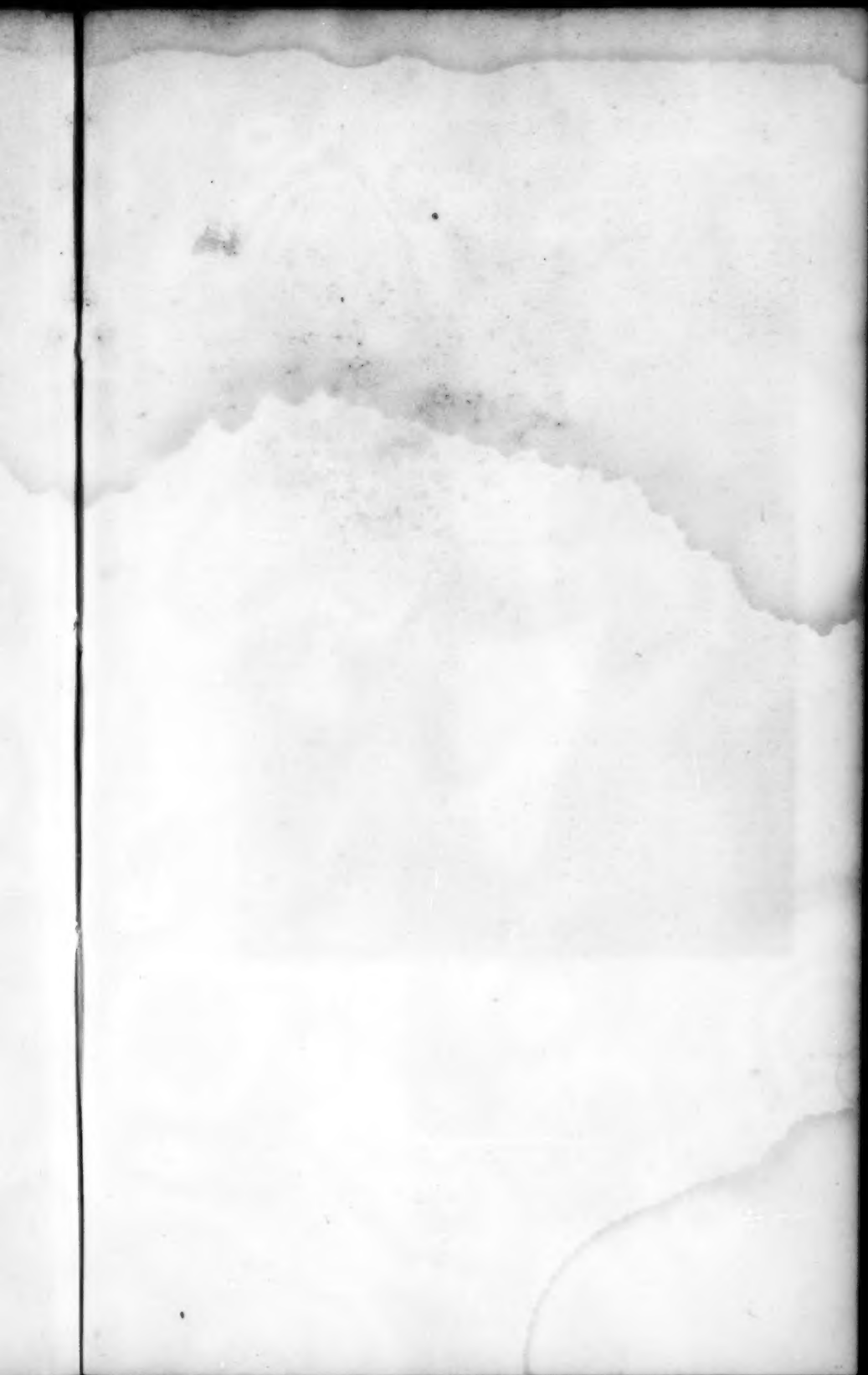
TO READERS AND SUBSCRIBERS.

Like Pericles of old, when asked of the funds which had come into his possession, we *show* what has been done with them. Look at the Review—its size, its matter, its illustrations, and then ask if we are unreasonable in asking more subscribers and more money. We have not enough of either yet. So *pay up*, on all hands—the mails are a constant dun upon you. They knock at your door every hour. *PAY UP*, and aid our lists.

Gentlemen of the South, we expect you all to stand by us in this enterprise, for otherwise, like Sir John in the play, we should show "a wonderful alacrity in sinking."

As it is, it consoles us that we are in the tide of prosperity, and have as large a circulation as any similar work in the Union. But this is to say nothing—we must double that circulation, and our word is onward. "Never say fail, again!"

We have several interesting articles on hand which must be postponed to next month. Mr. Chilton's article is received—also Mr. Turner's, of Georgia. We have another Rail-road paper in progress which will rouse the South upon this subject, if anything in the power of man can.





John L. Mintz

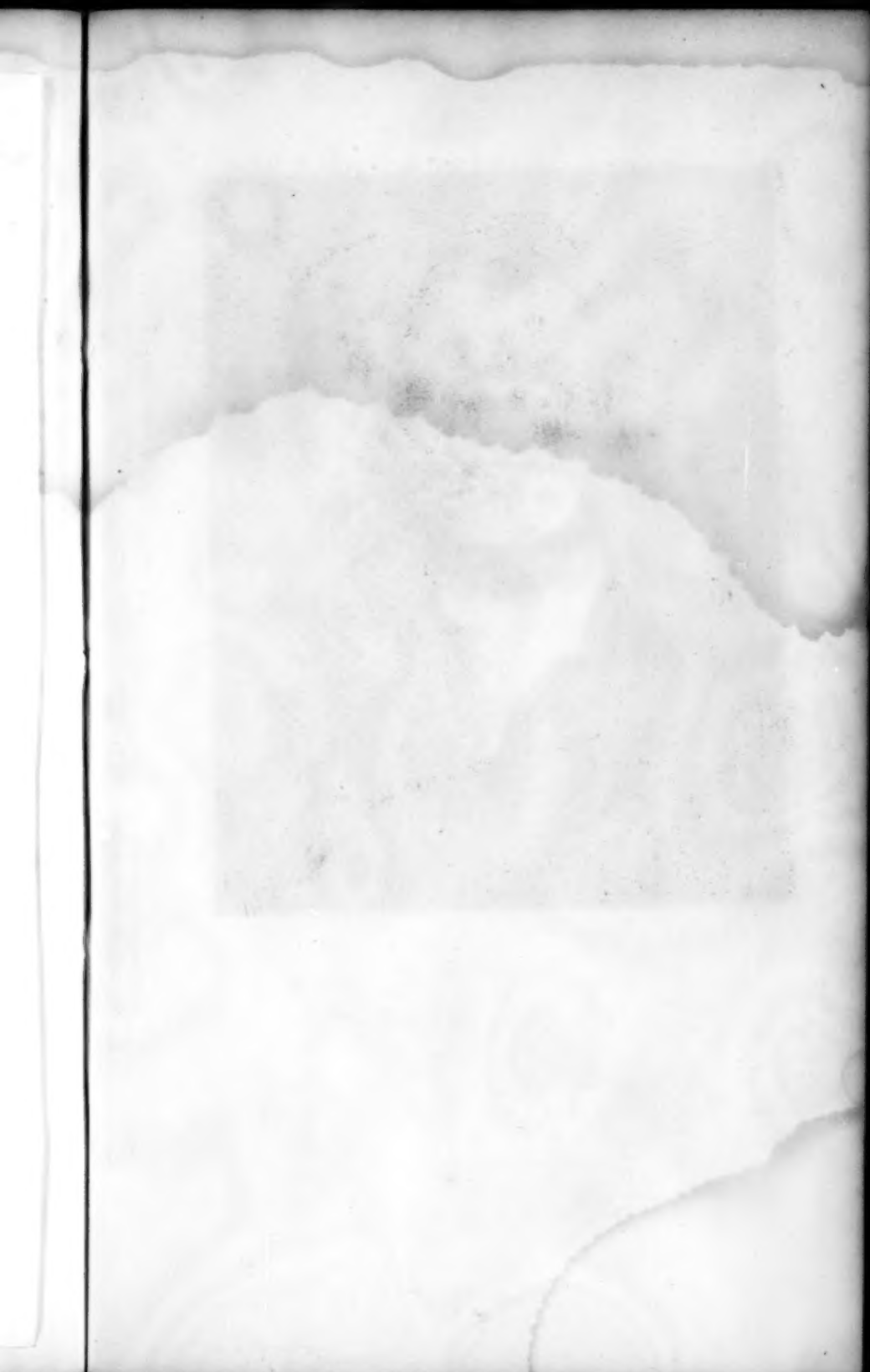
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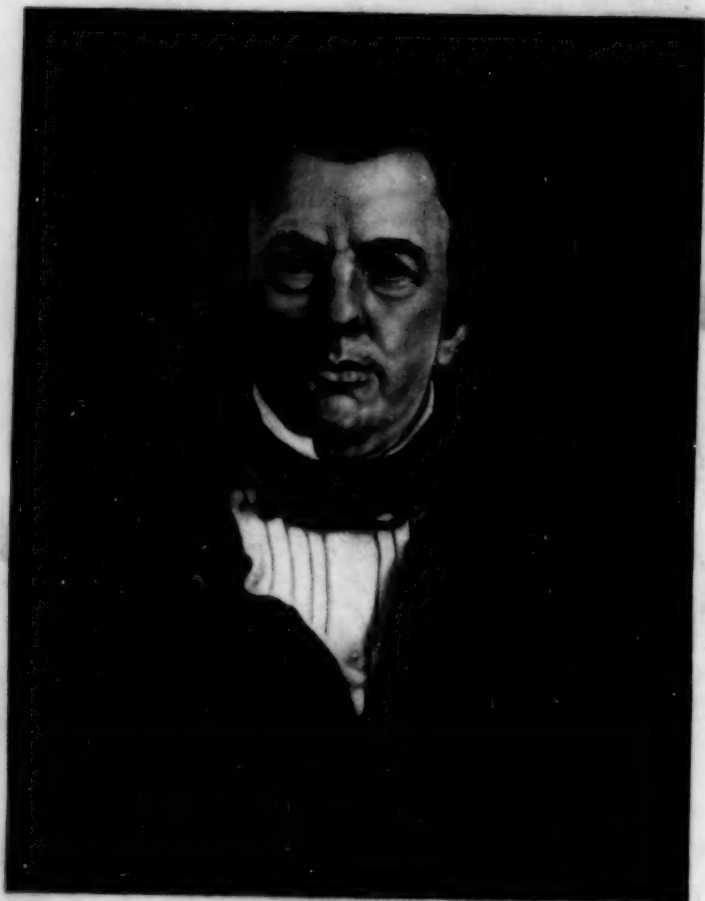
NO 4

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Gallery of Portraits







Very truly
yours
Henry Workman Corner

MERCHANT - SOUTH CAROLINA.

Engraved by Illman & Sons expressly for De Bow's Review, New Orleans.

NO 5

Printed by Butler & Jay.

Gallery of Enterprise.

